

U.S. Open of SX: Huffman cashes in

CYCLE NEWS[®]

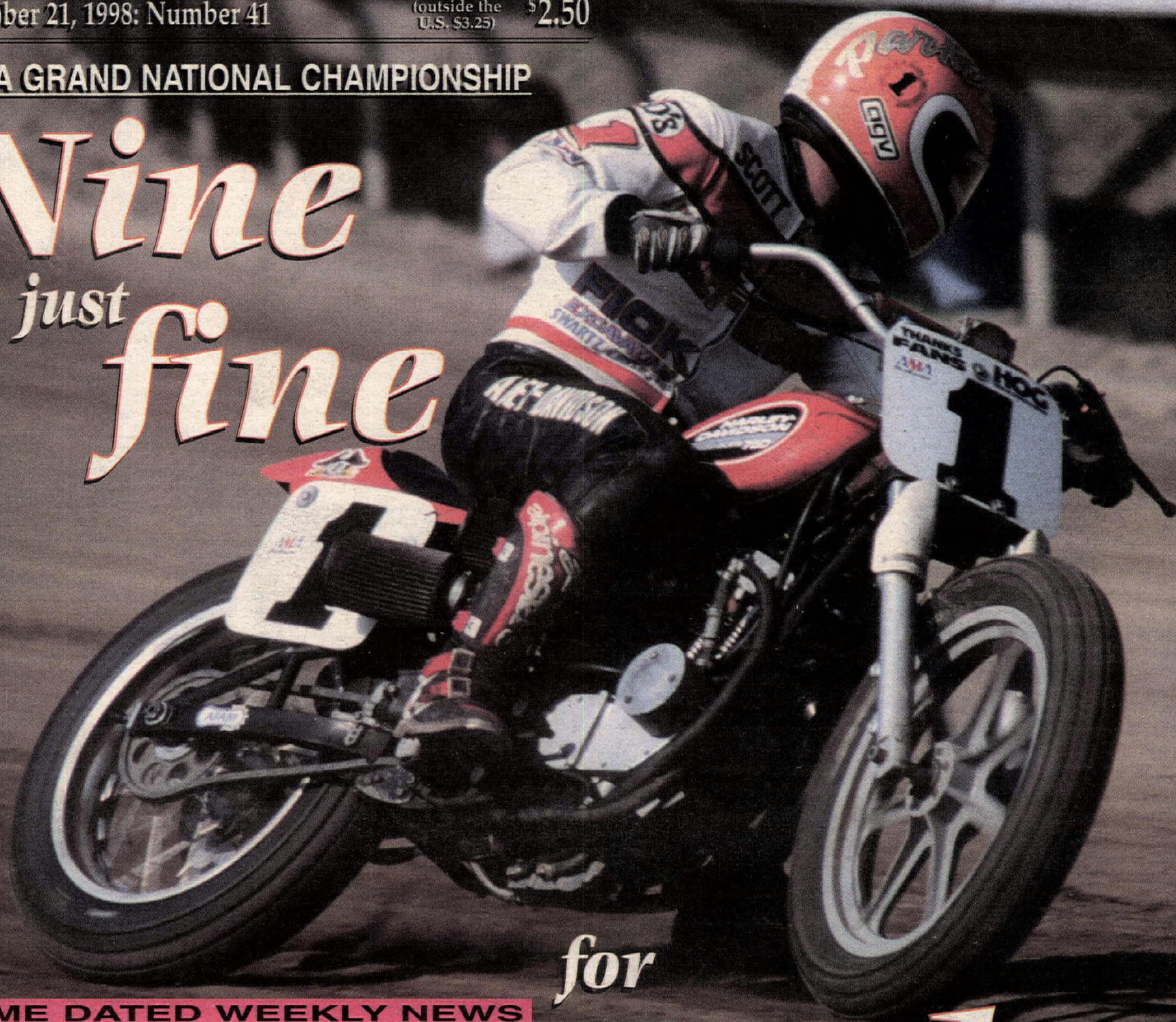
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AMA GRAND NATIONAL CHAMPIONSHIP

Nine
is just
fine



TIME DATED WEEKLY NEWS

for
Parker

TIME DATED MATERIAL MAILED OCTOBER 13, 1998

With the 800cc championship wrapped up at the previous round, all eyes were on the 540cc National Hillclimb Championship as the series made its final stop of the season in round 12, held at the Devil's Staircase in Oregonia, Ohio. **David Watson** (Hon) wrapped up his first-ever championship in the class with his fifth-place finish, while **Terry Thompson** (BSA) took the win. **Chad Disbennet** (Tri) was second and **Paul Pinsonnault** (Hon) was third. Newly crowned 800cc Champion **James Lärge** (H-D) was gunning for the win but finished second behind **Lou Gerencer** (H-D). **Bob Castledine** (H-D) was third.

Gary Clark (Kaw) defeated **Terry Kizer** (Kaw) for the Funnybike title during the AMA/Prostar Gulf Coast Nationals at Houston Raceway Park in Houston, Texas, on October 10. **Tony Sabino** (Suz) won the Pro Mod class, and **Paul Gast** (Suz) topped the Pro Stock ranks. **Michael Hartness** (Suz) and **Rickey Gadson** (Kaw) won the Pro Supercross and 600cc Supersport classes, respectively.

Jim Neese (Hus) was the man at round three of the AMA Eastern Four-Stroke National at Casey, Illinois, on October 11, taking the overall win ahead of **Kelly Smith** (Hbg) and **Anthony Pocarobba** (Kaw).

Jason Thomas (Yam) won the 250cc Pro class at round three of the AMA Fall Classic series, held at Lincoln Trails Motorsports. **Jeff Gibson** (Kaw) was second and **Doug Stone** (Kaw) was third. **Robbie Skaggs** (Suz) won the 125cc class, with Doug Stone second and **Brian Stone** (Kaw) third.

Kenny Yoho (Yam) won the 250cc Pro class at round three of the Unlimited Sports Florida Gold Cup Series, held at Dade City Raceway on Saturday, October 10. **Chris Manning** (Kaw) and **Tyson Hadsell** (Yam) rounded out the top three. In the 125cc Pro class, Hadsell won, with **Marcus Pedrero** (Suz) second and **J.B. Ballard** third. At round four, held the next day at Motocross of Marion County, Hadsell won the 250cc Pro class, with **Mike Stevenson** (Kaw) second. Yoho was the top 125cc rider, beating **Jarrett Tipping** (Suz) and Pedrero.

Doug Blackwell (Yam) clinched the 1998 AMA National Hare Scrambles title when he won his first overall of the season in Lynnville, Indiana, on October 4. "This year is clearly the best I've had," Blackwell said after winning his first-ever AMA title. "And I've raced more than ever before." Blackwell suffered a sprained wrist early in the middle of the season. "I realized never letting my wrist heal properly was going to hurt me in the long run, so I decided to sit out three weeks." He came back to win three of the next four events, including the victory on October 4 that gave him the title.

As *Cycle News* was going to press on Monday, October 12, we learned that multi-time AMA Supercross and Motocross National Champion **Jeremy McGrath** had just signed a two-year contract with Chaparral Racing that will see the superstar on the team for the 1999 and 2000 seasons. McGrath will team with Steve Lamson on Chaparral Yamahas for 1999.

Australian road racer **Troy Corser** is recovering rapidly from the injuries suffered in a crash at the Sugo round of the

California riders face new emissions regs

The future course of motorcycling in California - both on and off the road - could be set over the next several weeks by an agency of the state government, reports the AMA.

The California Air Resources Board is set to release new emissions standards for road bikes and modified rules for off-highway bikes. And the consequences may be felt by motorcyclists throughout the country.

In the road-bike arena, CARB's latest plan would slash maximum allowable tailpipe emissions by more than 80 percent over the next 10 years. That would make the California standards 12 times as strict as the federal standards governing motorcycles across the United States, and three times as restrictive as the toughest standards proposed in Europe. In the process of meeting those standards, CARB officials say, motorcycle manufacturers will be forced to adopt car technologies such as fuel injection and catalytic converters that would raise the cost of new motorcycles substantially.

The proposal, unveiled at an October 7 public meeting of CARB officials, actually represents a compromise from the board's previous plan, which would have cut emissions from road motorcycles by 90 percent. The CARB plan would phase in the new standard in two stages, with a 50-percent reduction in emissions by 2004 and the full reduction by 2008.

However, motorcycle-industry officials say the CARB compromise plan still goes far beyond any cost-effective approach to motorcycle-emissions control. They have proposed an alternate plan that would reduce tailpipe emissions from new motorcycles by 40 percent over the same 10-year period.

The CARB presentation at the meeting indicated that virtually all motorcycles sold in the state by 2008 would have to use computer-controlled fuel injection, three-way catalytic converters with feedback control, and pulse air-injection systems to meet the proposed standards. Currently, only a handful of high-end motorcycles come with any of those features.

"CARB estimates that those changes would increase the cost of a new motorcycle by about \$278," AMA vice president of government relations Rob Rasor said. "That estimate is much too low. Currently, one motorcycle manufacturer offers carbureted and fuel-injected versions of the same model, and the difference in cost for that one element is \$800. Based on that, it's likely that the cost of these emissions standards will easily total more than \$1000 per motorcycle, which could amount to a 20-percent surcharge to the retail price."

The AMA was among several groups arguing against the adoption of the new standards at the CARB meeting. Those groups noted that the lower volume of motorcycle sales makes it more difficult to amortize the cost of new emissions-control

equipment in the motorcycle market than in the automobile market. It was also pointed out that the nature of motorcycles, many of which come with exposed engines, makes fitting car-like emissions plumbing much more difficult. And with California leading the nation in motorcycle sales, it's likely that these changes will have a significant impact on motorcycles sold throughout the country.

Meanwhile, California's off-highway motorcyclists can only wait for additional news about a CARB plan that will have an enormous impact on them.

At the October 7 meeting, CARB officials announced that they are amending a controversial set of emissions regulations governing off-highway motorcycles that have been in effect for nearly two years. Those regulations have effectively prevented the registration of all two-stroke motorcycles and ATVs for recreational use on public lands.

The AMA, along with District 36, 37 and 38 organizations, has worked with the California Motorcycle Dealers Association to get those standards amended since they were first implemented. And a compromise has been reached that maintains the existing standards, but provides two important exceptions. The first allows noncomplying motorcycles to be used in competitive activities such as enduros and desert races. The second opens up the possibility of registering noncomplying motorcycles for noncompetitive use in specified areas during times of the year when air quality is expected to be good.

"The serious effects of this regulation can be seen in the fact that prior to these standards, nearly 100 different models of motorcycles were eligible for registrations as off-highway vehicles in California," Rasor said. "Today, that number is seven."

"We are disappointed that we were not successful in getting this regulation eliminated," Rasor added, "but we are hopeful that we can at least open up significant riding areas during major portions of the year."

CARB's final list of open areas and seasons was available at the October 7 meeting and isn't expected until October 13.

"If the final plan includes significant opportunities for off-highway motorcyclists, then our efforts over the past two years will be worthwhile," Rasor said. "At this point, however, there's no guarantee that will be the case."

CARB is expected to make its final decisions on both the road and off-road emissions issues at a meeting scheduled for 9:30 a.m. on December 10 in Sacramento. In the meantime, the two sets of standards are open to public comment. Motorcyclists who would like to state their opinions about the CARB proposals can send their comments to: Clerk of the Board, California Air Resources Board, P.O. Box 2815, Sacramento, CA 95812.

World Supercross Championship on October 4. The crash that occurred during Sunday morning's warmup session for the series finale ended Corser's hopes of winning his second World Supercross title. The crash left him with three fractured ribs and a ruptured spleen. On Sunday evening, Corser underwent a nonsurgical procedure performed by a radiologist to stop the bleeding and prevent further internal bleeding. If there is no further bleeding, surgery to remove the spleen won't be required. He is expected to remain in a Japanese hospital for seven to 10 days before returning to Australia.

After three seasons of lackluster results in the World Supercross Championship that saw the best results come from riders not on the official World Championship squad, the Suzuki factory elected not to renew its contract with Harris Performance, the British-based company that has run the Hamamatsu, Japan-based company's World Supercross effort since 1996. Harris' contract expires on October 31, 1998. In Harris Performance's place for 1999 will be **Team Suzuki Alstare**, the same race organization that won the Supercross World Series this season using the GSX-R600. Based on its success, the Alstare team, run by Francis Batta, will take over the superbike program and continue with the supersport program, with championship winner Fabrizio Pirovano and third-placed Stephane Chambon continuing with the team. As for the superbike effort, Suzuki will lend full factory support in the form of works machines and equipment, as well as technical and financial support, though outside sponsorship will come from Corona Extra, Power Horse, Foxhound, Dunlop, Hydrogamma and Beta tools. Riders for the two superbikes have not been signed, though it is said that both Pier-Francesco Chili, whose future with Ducati is apparently in question, and Troy Corser have been approached.

According to a report by Reuters, former Grand Prix motorcycle racer **Juan Garriga**, second in the 1988 250cc World Championship, has been charged with drug trafficking and possession of firearms, said court officials on October 7. Local news agency Europa Press reported that Garriga was arrested in May after a search in a Barcelona, Spain, bar uncovered half a kilo of cocaine, ammunition and 300,000 pesetas (\$2173) in forged notes. An additional search of his villa was conducted, revealing a revolver, two pistols, two rifles, a shotgun, ammunition and a small quantity of cocaine, the agency reported, citing police sources. The former Yamaha and Ducati rider, who drifted out of motorcycle racing in 1993, has been released pending trial and will make his next court appearance on October 19.

Buell will be offering demo rides on all of its 1999 models during the Biketoberfest

in Daytona, October 22-25. Qualified riders can experience the all-new Lightning X-1, along with the rest of the Buell lineup, at the demo, which will take place at Daytona International Speedway from 9 a.m. to 3 p.m. every day. On Saturday, October 24, company founder **Erik Buell** will lead a ride, which will last approximately two hours, from the demo site. All brands are welcome to take part in the ride, which will begin at 9 a.m.

Terry Deatherage, 55, died on Sunday, October 11 after a long battle with cancer. Deatherage was a former owner of Cycle Parts Distributing in Wichita, Kansas, as well as a well-known dirt track racer in Texas, Oklahoma and Kansas for several years.

Newly signed Yoshimura Suzuki rider **Steve Rapp** will be the featured guest at Sport Bike Night at In Cahoots in Sacramento, California, on October 19 from 7 to 9:30 p.m. For more information, call 916/373-1557.

Big Gun Exhaust Systems is now accepting resumes for the 1999 racing season. Resumes can be sent to Big Gun at 8628 Utica Ave., Suite 500, Rancho Cucamonga, CA 91730, attn: Race Support.

According to reports from Europe, **Scott Russell** is the number-one candidate to join the Fast By Ferracci Ducati team for the 1999 AMA Supercross National

Championship. Russell has reportedly also had talks with Ferdinando De Cecco, the team manager who will run the Benetton Ducati team in the 1999 World Superbike Series. Ducati, sources say, would rather have the Georgian in the AMA Series - to give them their best chance of winning the Daytona 200 for the first time.

Doug "Wheelie King" Domokos will perform at the California RV Show at the Los Angeles County Fairplex in Pomona, California, on October 17 at 9:30 a.m. and noon.

According to his sponsor, Progressive Diagnostics Co., motocrosser **Jeff Dement** has signed a one-year deal that will see him contest the 1999 125cc World Championship Motocross Series with the SRS Honda team, which is based in Pescara, Italy. Dement will ride the 125cc GPs, the Italian 125cc National Championship, the World Supercross Championship round in Genova and an International Supercross in Bologna.

The third annual **Chaparral U.S. Invitational Pro Shootout** will be held at Glen Helen Raceway Park on December 27, featuring the likes of Jeremy McGrath, Jeff Emig, Steve Lamson, Greg Albertyn, Robbie Reynard and more. For more information, call 909/384-9342.

Former AMA Superbike National Champion **Reg Pridmore** is extremely upset that Doug Chandler wasn't black-flagged during the AMA Superbike National Championship finale at Las Vegas Motor Speedway on October 4. Chandler's Muzzy Kawasaki was smoking badly as it circulated the track and Pridmore was frustrated, especially when his son Jason crashed out of third place when he encountered fluid on the race track, breaking his left arm in the process. Though it wasn't known if the younger Pridmore crashed in Chandler's oil or water that leaked from Anthony Gobert's Ducati, Reg Pridmore was incensed, going so far as to confront Muzzy Kawasaki team owner Rob Muzzy on pit lane. "I feel like my kid got hurt pretty bad and he shouldn't have," Pridmore said last week. "I thought the AMA should have gotten him (Chandler) off the race track. They just persisted because of where he was in the point standings. They shouldn't have allowed him to continue. I think both the AMA and

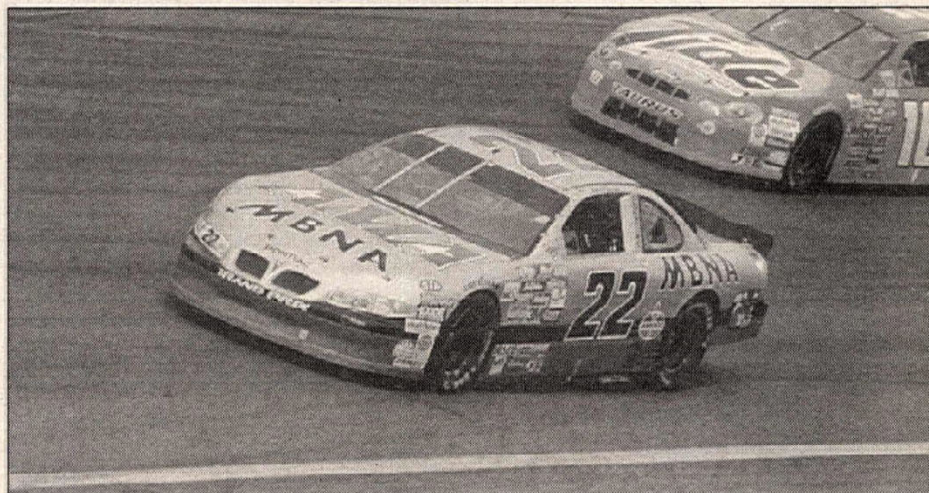
Muzzy are responsible. I don't think Jason has been treated fairly this year, but this is something that affected all of the riders who were out there. I thought Doug was in danger and his motorcycle was putting everyone else in danger as well." Jason Pridmore underwent surgery last week at Dr. Arthur Ting's office in San Francisco, California.

Women's Motocross Schools will be conducting a women-only motocross school on December 12 in Marysville, California. For more information, call 949/837-2206.

Whither Norton? After making a big splash with its April 8 press conference held in London, at which Norton Motors International principals said that some of the bikes in their highly ambitious projected lineup would be in production by October this year, nary a whisper has been heard from NMI. It was initially understood that at least one bike would make its public debut at the Intermot show in Munich, but that show came and went without NMI or a bike. A call to the Minnesota headquarters revealed why. "We filed for the IPO early in the summer and expected it to take place in August," said Steve Swenson, NMI's director of sales, about the public offering of Norton stock intended to raise money to start production. "Then we bumped into a bad stock market, though we expect it to be finalized in 30 to 60 days. Funding is the issue before generating product." Swenson said that the \$15 million to \$18 million the company is looking for with the public offering is simply for production capacity, and that production tooling, he said, has already produced bikes and is actually finished and paid for. As for the Munich show, Swenson said the reason that the bikes weren't shown there was that the company, being internally English, had a "heartfelt feeling" that the launch should be in England. Therefore, Norton expects to have both the four-cylinder 750cc Manx and the standard (nonmagnesium, nonactive suspension, standard gearbox) V-eight-powered Nemesis at the Birmingham show in mid-November, and that these would be production bikes. As for the lack of communication, Swenson was realistic. "There has been understandably some skepticism about Norton," he said. "So until I get product, I can't do a lot to quell that."

MOVED: Zero Gravity, to 310 Cortez Circle, Camarillo, CA 93012, 805/388-8803 FAX 805/388-8285. Zero Gravity's

AMA goes NASCAR!



Motorcyclists who tuned into the TV broadcast of the October 4 NASCAR Winston Cup Series from Charlotte, North Carolina, may have noticed that Ward Burton's car featured a giant AMA logo on its hood.

MBNA, the sponsor of Burton's car and the sponsor of the AMA/MBNA Superbike Series, donated the prime advertising spot on the car free of charge, according to the AMA. Burton led the event for several laps before ultimately finishing second.

In addition, 40 AMA members were able to see Burton's performance in person by purchasing special VIP packages that included tickets to the MBNA suite at the track, catered meals, preferred parking and pit tours. Those who rode their motorcycles to the track also got a chance to take a lap of the track prior to the race.

"This was a fantastic opportunity for our members who were there as well as the millions of race fans who were exposed to our logo on Burton's car," said Mark Mederski, AMA vice president of marketing, who also attended the race. "We appreciate the generosity of MBNA and we're working on a plan that could expand this program next season to accommodate even more AMA members. We'll have more details in the coming months."

web site can be found at the following address: www.zerogravity-racing.com.

CORRECTION: The second-place finisher in the 60cc Beginner class (0-8) at the CMMC Mini National at Barona Oaks MX in Ramona, California, on August 30 was Cory Branch, not Cory Brandett as reported in an earlier issue.

HIRED: Kerri Gunderman, as administrative assistant and event manager for Speedvision Productions, formerly FAST, effective October 16. Gunderman served as road race and competition coordinator for the AMA for the past seven years.

OPENED: RTD Motorsports Unlimited, a KTM, Honda, Kawasaki, Husaberg and Triumph dealership in Springfield, Illinois, on October 4. RTD

also announced that 250cc A motocrosser Todd Sheedy has been appointed service manager. For more information, call 217/698-1783.

OPENED: YSR Connection's home page on the World Wide Web. The site can be found at the following address: <http://www.hometown.aol.com/Jay-root/index.html>.

OPENED: La Forza Motorsports, by Katherine Miller, former co-owner of Zero Gravity. La Forza is the U.S. importer for Clover riding apparel. For more information, call 818/992-6061.

OPENED: The Fire and Police MX team's home page on the World Wide Web. The site can be found at the following address: <http://www.fire-policemx.com>. **EN**

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VOICES LETTERS TO THE EDITOR

In defense of Dart

Michelle Cassella is very wrong in her tirade against other AMA districts and especially about her vilification of Mr. Bill Dart (Voices, Issue #39, October 7).

The facts are these: 1. There are currently only seven 1998-model off-road motorcycles capable of getting Green Sticker registrations; 2. All Green Sticker motorcycles, old and new, can be operated any time of the year throughout California; 3. The seasonal/regional concept presented by Bill Dart was originally rejected by CARB; 4. Pressure from proposed legislation by the CMDA, with solid support from District 36's Bill Dart and technical assistance from the OHMVR division, maneuvered CARB into a position of negotiating regarding their regulation, which in effect today bans noncomplying two-strokes from use in California; 5. The draft seasonal/regional operation proposal from CARB would allow the use of noncomplying two-strokes in California depending upon the time of year and the region of use.

Before CARB moved towards accepting this concept, there was no provision for use of noncomplying two-strokes - none, zero (on public land)!

Under my direction, my staff has attended every CARB meeting for the past two years. Let me be very clear: At no time has there been an attempt by one organization or another to "sell out" one to get "more" for another.

Bill Dart has always acted in a professional manner. He has been recognized as the champion for all motorcyclists' rights in the negotiations with CARB. I appreciate Bill's unselfish efforts to fight for more ground, more riding opportunities and more racing for all of California's off-highway motorcycle community.

May I suggest that fragmentation among yourselves will only make the off-highway vehicle community vulnerable to attack and conquest by those who actively pursue the sport's complete annihilation.

Cliff Glidden
Sacramento, CA

Glidden is the deputy director of the Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division... Editor.

Defense II

I can understand Michelle Cassella's disappointment with the current state of negotiations with CARB, but first

realize this: As of 1997, there are no legal riding areas on public lands for noncomplying motorcycles. None! As restrictive as the current seasonal/regional concept is, it allows riding in areas not legally available now. It would also allow an increase in riding time/areas if air quality improves in those areas. Competition motorcycle/events are exempted and, contrary to Michelle's claim, CARB has been receptive to competition exemption since the inception of this regulation.

To claim that District 36 somehow took advantage of District 37 simply isn't so. What is a fact is that air quality in Southern California is among the poorest in the nation (this being neither District 36 nor 37's fault). This has put that particular area in a poor bargaining position with the California Air Resources Board.

Many organizations, companies and individuals have donated funds to District 36, who in turn have used these funds in a multitude of fronts to first fight the adoption of the regulation and, later, to try to negotiate a workable common-sense solution in implementing an existing restrictive regulation.

Michelle is correct in that CARB could tell us to "bug off," but a concerted effort by District 36 and District 37 (with Dave Oakleaf's input), the AMA and the California Dealer's Association, among others, generated enough heat to get many of the seasonal/regional dates/restrictions extended and/or eliminated. Again, Michelle is right in saying it's going to get ugly, but the enemy is not District 36, Bill Dart, CMDA or others; the enemy is those CARB, USFS, BLM bureaucrats who would eliminate our sport altogether.

It's unfortunate that Michelle personally attacked Bill Dart, who is well-respected in the "land use" community and who volunteers many hours to snowmobile and four-wheel-drive issues. District 36 is proud that our riders choose to pay for the only AMA district full-time legislative-action officer in the United States, and that man is Bill Dart. Bill has been, and will continue to be (at the direction of the District 36 board of directors), a vigilant watchdog over our right to ride in both Northern and Southern California.

Jerry Fouts
Oakdale, CA

Fouts is the president of District 36... Editor.

No crowd

What a shame that one of the best Superbike finals in years was attended by so few at Las Vegas Motor Speedway. I'm guessing that there were 800-1000 people there on Saturday. Upon arrival, I could see why: The ticket prices were as high as \$30 a day and the available seating was horrible. The main points of interest, the infield, had no seating available unless you were lucky enough to find a seat among the many trash cans scattered through the infield. Is this the best the AMA can do? Racer safety is a must, but at what cost? The fan, obviously. It wasn't long ago that I remember 10,000 screaming fans at the Pomona National getting very dollar's worth of racing they could handle - at a fair price. By the way, the Fairplex was kind enough to provide refreshments at more than one snack bar for their many fans. If this is the high price of safety, why race at all?

Steven de La Mora
SR9002U@aol.com

Ricky G's family

We would like to take this opportunity to thank Dave Despain for putting together the Hall of Fame weekend to honor 25 of the world's greatest motorcyclists. We are proud that Ricky was a part of this honor and we know he was there in spirit. What an outstanding job Dave did.

We would also like to thank the following for their continued help during Ricky's career: Tex and Patti Peel, Kenny Tolbert, Honda, Sparky Edmonston, Rob Muzzy, Wayne Rainey; and in the latter years, a special thanks to Johnny and Sarah Goad, Danny and Carol Malfatti, and Doug Fay, who supported Ricky during the difficult times.

And to all of you who helped along the way - his many friends and fans. We thank you.

Bill and Pat Graham
Seaside, CA

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INSIDE

Issue #41 October 21, 1998

FEATURES

SUPERCROSS

U.S. Open of Supercross 6
Montreal Supercross 44
Sheffield Supercross 26

DIRT TRACK

Del Mar Mile 12
Las Vegas Hot Shoe 38

DESERT RACING

Vegas to Reno 16

SPEEDWAY

Speedway Grand Prix Challenge 24
Orange County National C'ship 34

MOTOCROSS

Englishtown Kawasaki ROC 28
Fall Classic MX/Four-Stroke National Series 32

LACR CMC Trans-Cal Series 39
Perris GFI Fall Series 40
Texas MX 42

TRIALS

Trials des Nations 36

HARE SCRAMBLES

SETRA Battery Park HS 43

DEPARTMENTS

WIND 2

EVENTS 45

CALENDAR 65

WANT ADS 70

RIDERS MEETING 87

LOOKING BACK 87



ON THE FRONT COVER

Nine times a champion: Believe it or not, Scott Parker won his ninth AMA Grand National Championship with his victory in the Del Mar Mile on Sunday. Photo by Mitch Friedman. Inset: Damon Huffman didn't win a race, but he did take home \$100,000 from the U.S. Open of Supercross. Photo by Kinney Jones.

BEN THERE. DUN THAT.

Ben Bostrom's 1998 "Things to Do" List

- ☒ Trust Dunlop "Superiority" for exceptional performance.
- ☒ Kick serious butt.
- ☒ Lock up the 1998 AMA Superbike Championship at Las Vegas in October.
- ☒ Carry on Dunlop's unmatched tradition of winning every AMA Superbike championship this decade.
- ☐ Remember Eric's birthday. (You know how he gets.)

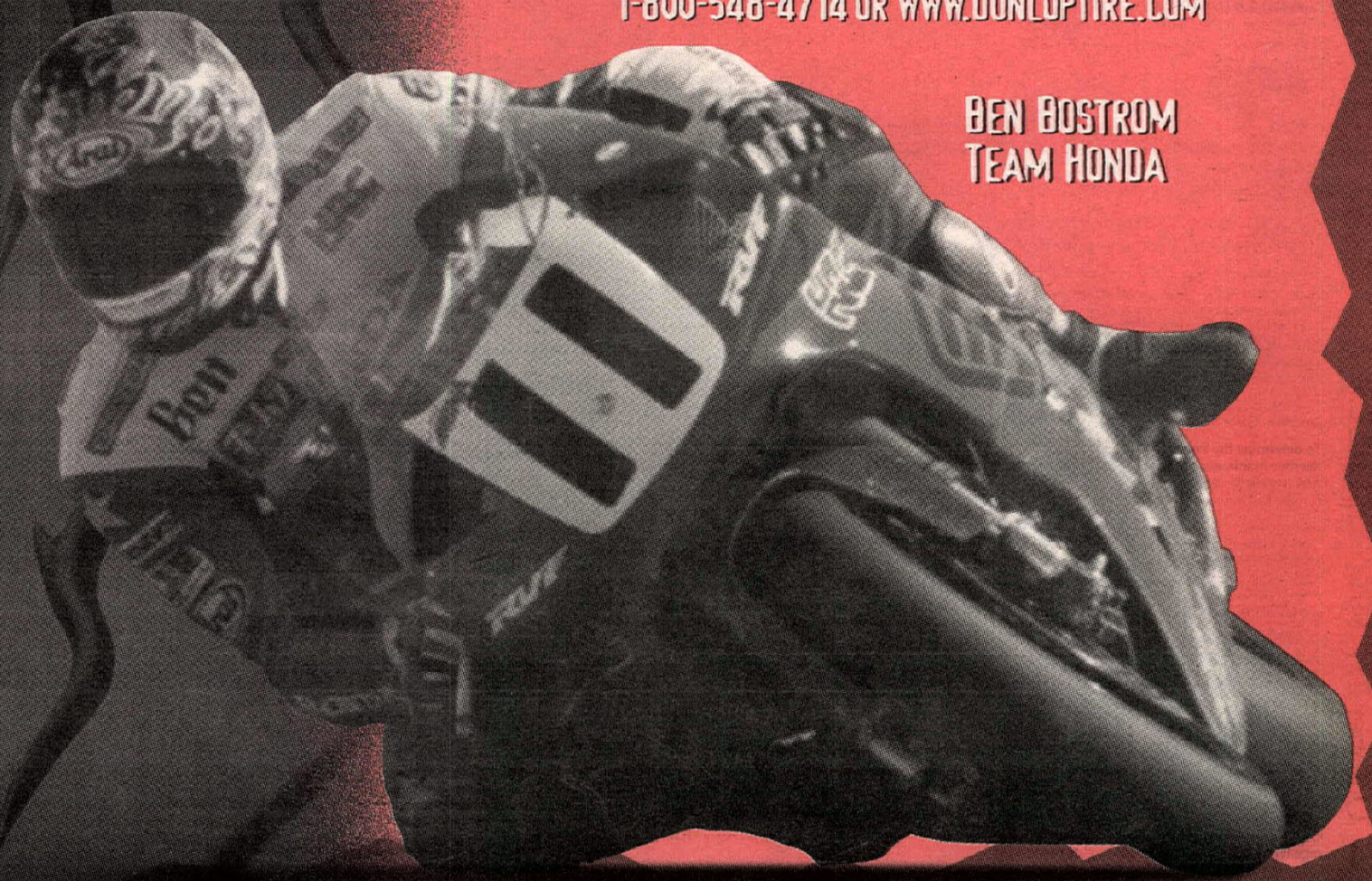
Ben Bostrom's 1999 "Things to Do" List

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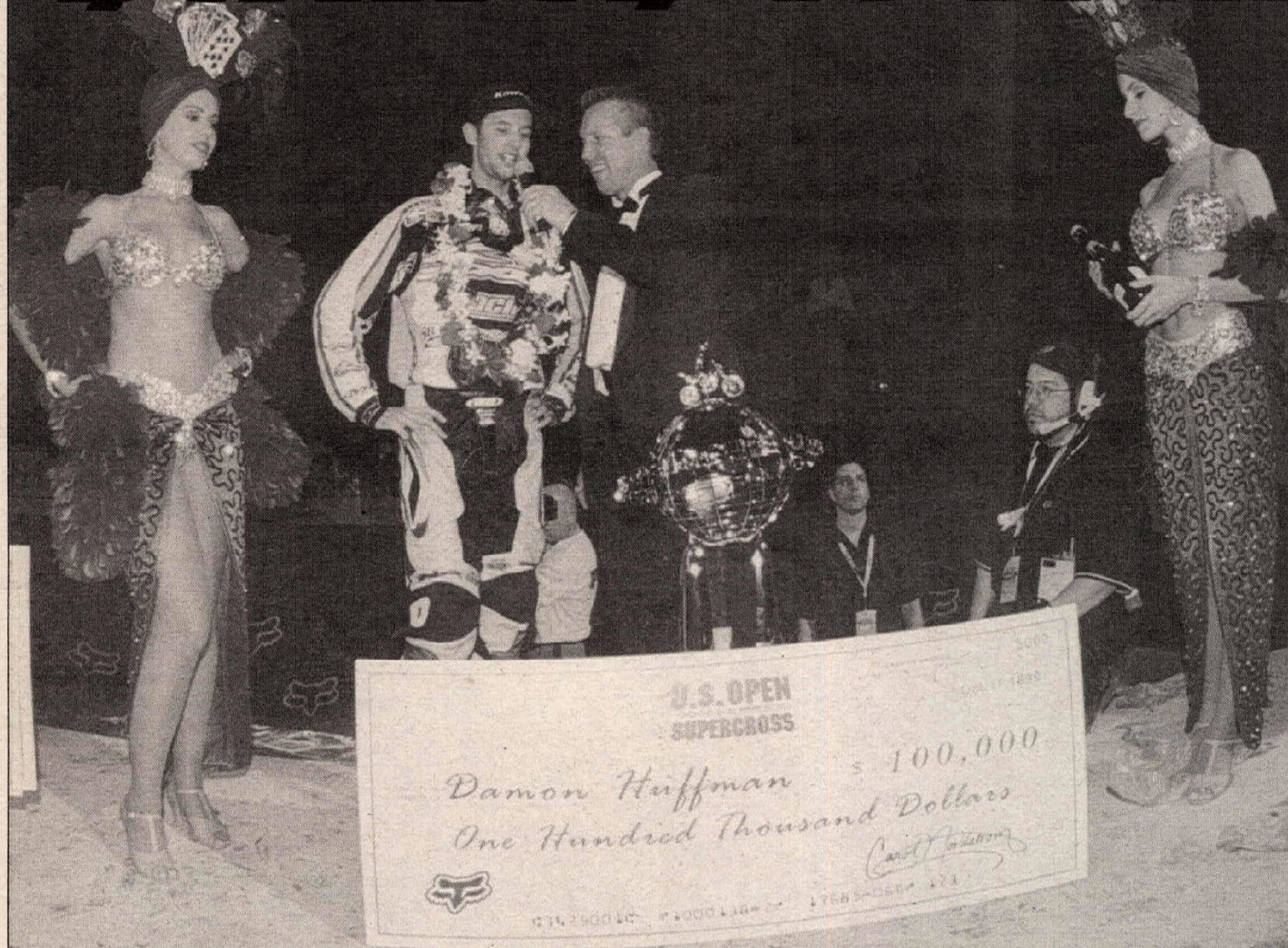




SUPERCROSS
U.S. OPEN OF SUPERCROSS

MGM Grand Garden Arena

Huffman \$trikes\$ it rich



heavy, high-dollar, it's everything. But the money is nice, too. So is the confidence this gives me going into next year. It's all of it I guess."

The key to Huffman's success in Las Vegas was his ability to get good starts throughout the weekend on the tiny track, which produced lap times around 33 seconds. As five-time AMA Supercross Champion Jeremy McGrath put it, "If you don't get the start, you can't win."

McGrath, the favorite going into the race, was proof of that. A bad start on Saturday night relegated the Chaparral Yamaha rider to seventh in the final, while a good start on Sunday netted him the win. His combined weekend performance gave him third place overall.

Almost as surprising as Huffman's win was Ryan Hughes' runner-up performance. Like Huffman, Hughes used consistent starts as a tool to build a pair of third-place finishes and a cool \$35,000.

"I haven't ridden supercross in six months - since Dallas (the Dallas Supercross) - and I really didn't know what to expect," Hughes said. "I knew I was riding good, and I felt confident, and that's the main thing for me. You know, 35 grand isn't shabby - I'm happy."

For his third-place finish, McGrath was awarded a check worth \$17,500.

As with any sport, one's man gain is usually another man's loss. While Huffman was celebrating in the Kawasaki pits, Robbie Reynard was despondent in the Suzuki pits, pondering what might have been. After thoroughly trouncing the 16-rider field the night before, Reynard couldn't pull off another all-important start on Sunday. This mishap was followed by a collision with another rider that left his bike leaking oil. Things simply fell apart on Sunday for the Oklahoman, who at one point in the race was forced to pull over to the pit, where he watched the win and the \$100,000 slip away.

"I'm pretty pissed," Reynard said with a chuckle. "I wanted to win the

By Kit Palmer
Photos by Kinney Jones

LAS VEGAS, NV, OCT. 10-11

"From being down and out to bam! in the spotlight - a hundred grand - it's unreal."

An emotional Damon Huffman spoke these words following his surprising win at the single richest supercross event ever - the inaugural Fox Racing-presented U.S. Open of Supercross, held at the small and cozy Grand Garden Arena on the grounds of the MGM Grand Hotel in Las Vegas. A grand total of \$250,000 was up for grabs, with \$100,000 of it going straight into the overall winner's pocket.

"This is my biggest win," Huffman said after posting consistent 2-2 finishes to nail the overall victory after two days of racing. "Winning the Atlanta Supercross, the (Supercross) World Championship and the 125cc titles were good, but this is the biggest, for sure."

Huffman could not quite decide what made this win so special. Was it the \$100,000 he got for winning? Was it the fact that this was his first major race - and win - since breaking his leg nearly half a year ago? Or was it the hand-made trophy he was presented?

"The trophy," the Team Kawasaki rider said. "I have a nice trophy room at home. Every week I race, I try to win a trophy and put it in the room. This one (trophy) is absolutely cool - it's huge,

(Above) Kawasaki's Damon Huffman rode a smart and methodical race at the U.S. Open of Supercross at the MGM Grand Garden Arena. A pair of second-place finishes earned him \$100,000 from the \$250,000 purse. (Right) The moment of truth: Huffman (15) pulled an extremely important holeshot in the weekend's final. Here he edges out teammate Ryan Hughes through the first turn. Hughes, however, had a profitable weekend as well, going 3-3 for second overall, which earned him \$35,000.



race, but - I don't know - there are more races out there."

Reynard was credited with 15th in Sunday's final but still finished a respectable fifth overall, taking home \$8000 for his efforts.

Finishing one spot ahead of Reynard in the overall results was Yamaha's John Dowd, who was dealt a pair of fives, and he took \$10,000 home to Massachusetts.

Factory Connection/Jack in the Box/Honda's Mike LaRocco rode well the opening night, finishing fourth, but he was a victim of a second-turn crash in Sunday's final. Unable to make up much ground on the tight track, LaRocco had to settle for 12th in the final for sixth overall. His share of the purse was \$7000.

Honda of Troy's Stephane Roncada went 12-4 over the weekend to take seventh overall, while Suzuki's Larry Ward went 10-8 for eighth. Kawasaki's Ricky Carmichael, making his 250cc debut at Las Vegas, was hampered by bad starts both nights. Like many, he was unable to pass on the tight track and ended up going 6-9 for ninth overall. Rounding out the top 10 was FMF Honda's Brock Sellards, who went 9-10.

Filling out the top 15 overall positions were Honda of Troy's Mike Brown (14-8), FMF Honda's Jason McCormick (DNQ-7), KTM's Lance Smail (8-DNQ), Arenacross Champions Buddy Antunez (DNQ-9) and Noleen Yamaha's Tim Ferry (DNQ-10).

A sold-out crowd of approximately 10,000 spectators filled the MGM Grand Garden Arena both nights.

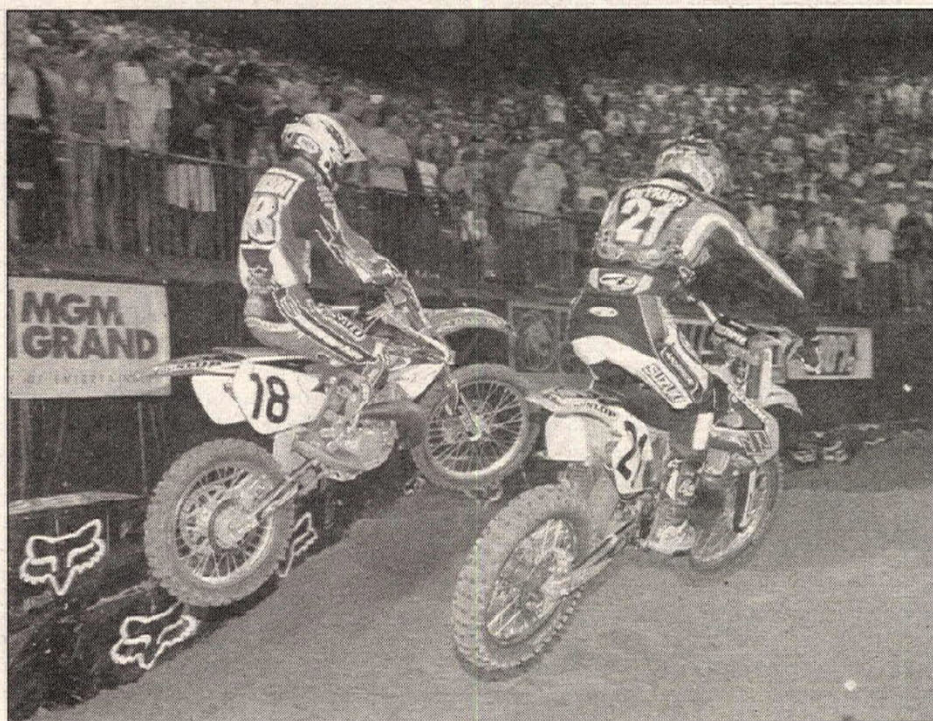
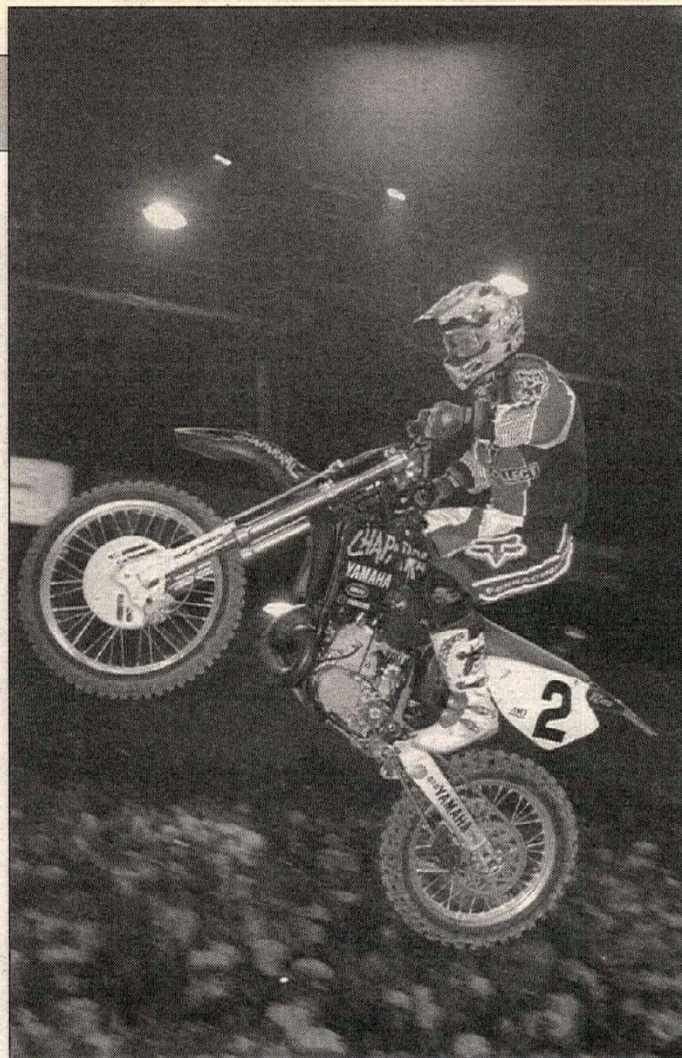
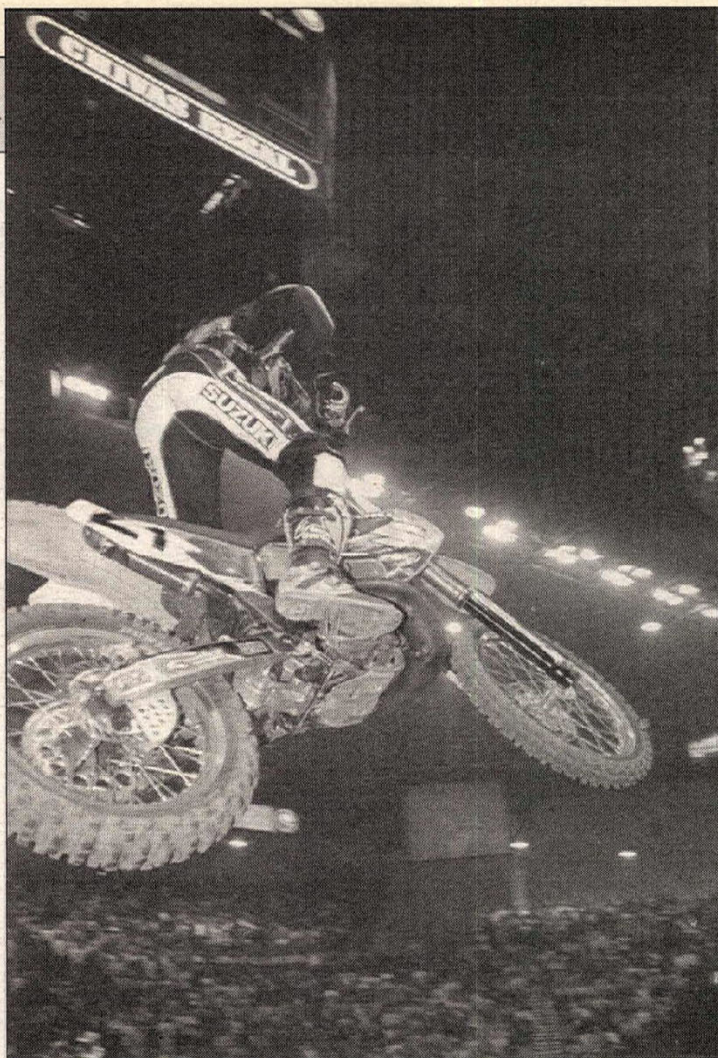
SATURDAY

Pretty much as had been expected, McGrath came out swinging and won the first heat race that would transfer the top three to the final, but Reynard and Carmichael made the AMA Supercross champ work for it. Reynard led early on, while McGrath was forced to make quick work of Carmichael before settling into second place. At that point, McGrath latched on to Reynard's rear fender and chased the Suzuki rider down. He passed Reynard on the second lap and led from there on out. Reynard and Carmichael, however, never let up and closely followed McGrath's Yamaha to the checkered flag.

Finishing slightly off the lead trio's pace in fourth was Frenchman David Vuillemin, who finished second in this year's 125cc World Championship Series. Vuillemin ran fourth the whole way on his FMF Racing Yamaha. Ward worked his way up through the pack to finish a hard-earned fifth, followed by Honda of Troy's Casey Lytle, Yamaha rider Jimmy Button and Roncada.

Huffman won the second heat race rather easily on his Anthony Paggiotuned KX250, leading it every inch of the way. LaRocco kept Huffman honest throughout the moto but never really got close enough to pose a serious threat to the Kawasaki rider. Huffman took the checkered flag with a small cushion over LaRocco.

Finishing a long way back in third was Hughes, but he had a tough ride. He started off in fifth and moved up one position before losing control of his Kawasaki in the whoops. His handlebars never quite touched the ground, but he lost time and places. Hughes came back and eventually passed Takeshi Koikeda on the last lap for third place. Koikeda ended up fourth, closely followed by Brown, Doug Dubach and Dowd, who, along with about seven other riders, was involved in a first-turn pileup.



The first semi, which qualified the first four finishers for the final, was won by Lytle, who led from start to finish. He went unchallenged for the win, building up about a five-second lead before it was all over. Kawasaki rider Jeff Matiashevich ran second for a while before getting mired in a five-rider scrap for second through sixth.

When it was all over, Matiashevich came out on the short end of the stick, with Smail guiding his KTM into second, followed by Tecate/Thor/Kawasaki of Mexico's Phil Lawrence, Roncada, Vuillemin and Matiashevich.

Sellards put his FMF Honda into the lead at the start of the second semi, but he couldn't keep it there for long. Before the first lap was over, Sellards had surrendered his spot to Dowd. Then the Honda rider ran second for a while before giving way to Brown.

Dowd, meanwhile, took control of the race and motored on for the win, crossing the finish line with room to spare over Brown.

Late in the race, the only action on the track was between Sellards and Roy, who were dicing for third. Sellards managed to hold on and he took that spot,

just ahead of the Canadian. Finishing a close fifth but out of a transfer position was Ferry. Koikeda took sixth.

Only two positions were up for grabs in the last-chance qualifier, and among the 16 riders hoping to finish in those two spots were some big names, such as Ward, Button, Vuillemin and Ferry.

Unfortunately for Button, his hopes of making the final ended early when, along with SplitFire/Pro Circuit/Kawasaki's Nathan Ramsey, he jumped the gun; Button wedged his front wheel in the starting gate. By the time he got his bike free, the pack had already left him - and Ramsey - behind. Also getting bad starts were Ward and Vuillemin.

Getting a great jump, though, was Japanese rider Koikeda, but he was passed on the second lap by Ferry. Ferry, however, didn't fair very well, either, as he bobbled and suddenly found himself in third behind Koikeda and Ward, who had quickly worked his way up through the pack.

Koikeda opened up a modest lead, while Ferry gave Ward a scare by passing him near the halfway point, but Ward got him right back.

Koikeda, on his Holley Racing-

(Above left) Suzuki's Robbie Reynard was unstoppable Saturday night. He led every lap for the win.

(Above) Jeremy McGrath got the last word with the main-event win Sunday, but a bad start on Saturday night ended his hopes of winning the overall.

(Left) Reynard (21) and Stephane Roncada (18) made contact in Sunday's final. A possible ignition failure ruined Reynard's chances for the overall. Roncada finished sixth overall.

backed Yamaha, went on to win, while Ward fought back past Ferry and qualified for the final by the skin of his teeth. Third place went to Ferry, who was followed by Arenacross star Chad Peder-son, Button, Vuillemin, Cliff Palmer and Jeff Dement.

By now, everyone had realized that the start would play an important role in determining the outcome of the 15-lap main event, and, for many, the all-important final would, for all intents and purposes, be over only a few feet into the race. Two of those riders who saw their hopes for the \$100,000 prize disappear early on were pre-race favorites McGrath and Carmichael. When the gate dropped, Carmichael failed to make quick shifts, while McGrath spun the back wheel of his Yamaha on the start pad; the two riders completed the first lap in ninth and 10th, respectively.

"I pretty much spun off the line," McGrath said. "I just hammered the clutch too much; I got roosted."

"I started with two feet on the ground, and I haven't started with two feet on the ground in probably two years," Carmichael said. "By the time I got my foot on the peg to shift into third, all of the other guys were (already) in third (gear). There went the start right there, and there went the night."

And there went Reynard.

The Oklahoman shot his Tony Berluti-tuned factory Suzuki into the lead and never looked back. If he had, he would've seen Huffman and Hughes in his wake, but neither of them would cause Reynard any real concern throughout the race - a race that would see little in the way of passing. Reynard,

SUPERCROSS

U.S. OPEN OF SUPERCROSS



(Left) Larry Ward (4) leads Ricky Carmichael, who was making his 250cc debut. He rode well but bad starts both nights got the best of him. (Above) The U.S. Open of Supercross was sold out both nights.

Huffman and Hughes ran 1-2-3 the whole way, while Smail held down fourth place for the first seven laps before crashing and dropping to eighth.

Dowd spent those first seven laps trying to get around Smail, but he had no luck until the KTM rider went down. LaRocco also moved up a spot when Smail bailed, but he would spend the rest of the race in Dowd's roost while holding down fifth.

Neither Carmichael nor McGrath could do much after their poor starts. Both Carmichael and McGrath got around Roncada early on but struggled to get around Sellards, who was holding down seventh place. Carmichael eventually slipped by him on the fourth lap, but it took another four laps for McGrath to get around Sellards.

"It took me forever to get around him (Sellards)," a frustrated McGrath said.

By the halfway point, Reynard had opened up a comfortable lead over Huffman, Hughes, Dowd, LaRocco, Carmichael, McGrath and Smail, who had picked up his fallen KTM in front of Sellards. The race might as well have ended right there, as the top eight riders rode in single file around the super-tight track for the rest of the race - but there was one exception.

With the checkered flag in sight, LaRocco forced his way underneath Dowd's Yamaha through the last turn

and ruined the Yamaha rider's momentum to attempt the finish-line double jump. LaRocco somehow cleared the jump (but not by much), while Dowd singled it, and LaRocco ended up taking the checkered flag just inches ahead of Dowd for fourth place.

Roncada, who had just passed Sellards, looked to have ninth place sewn up, but he went down three laps from the finish. Sellards inherited Roncada's old spot, while Ward and Lytle each moved up a position.

Ward was another victim of a bad start. He rounded the first lap in 11th and would improve on that by only one position before all was said and done.

Finishing behind Lytle in 12th was Roncada, followed by Roy and Brown, who, like Roncada, lost a couple of spots late in the race when he went down.

Lawrence, who had crashed on the first lap and was forced to pit to straighten out his bent Kawasaki, finished 15th. Koikeda pulled up the rear after getting off to a 13th-place start.

"I'm feeling really good right now," winner Reynard said after the race, which took him just eight minutes and 21.14 seconds to complete, averaging 33.409 seconds per lap. "It's real important to get a good start out there. I practiced a bunch last week on starts, and that helped me out quite a bit. My bike pulls out good on the starts - nice and straight.

"I just wanted to try and pull away the first couple of laps, be smart and keep myself breathing," Reynard said of his strategy after getting away out in front. "In my qualifier, I was holding my breath and getting real tense. I'm real nervous out there - just being my first ride a 250 and stuff."

After winning the first "moto," Reynard was finding it difficult to avoid thinking about the \$100,000 which, at that point, was almost his.

"I have been trying not to think about it," Reynard said. "I'm trying to have fun, trying to keep myself busy during the day, fool around, trying not to think about it."

Second-placed Huffman, however, couldn't put the \$100,000 out of his mind even if he wanted to.

"Everybody's telling me, 'I'm putting money on you, you're going to do it, you're going to win a hundred grand,' but I'm trying to forget about all that stuff. If they're betting on me, that's cool, but it really doesn't make a difference to me. This race has so much hype on it that I just tried to go out and ride and do the best I could do. Honestly, I did a little better than I expected to," Huffman admitted, "but I'm not too surprised; I've been riding a lot. Ryno (Hughes) came up on me a little at one point; I was going to the outside before the whoops, the inside I figured out was

a lot quicker and I moved to the inside, and that made a little difference between me and Ryno. But I think Reynard was definitely, in the corners, a lot better, and right now that's the only part of my riding that I don't feel totally back (up to speed in), is my cornering. It'll come. I've improved a lot since I broke my leg."

Carmichael was coming to terms with his disappointing sixth-place finish.

"I rode good, and I think I'm one of the fastest guys out there," Carmichael reasoned. "I mean, look at Jeremy: He's the supercross champ and he couldn't do anything. The track is one-lined. It's all in the start."

"There's not a damn thing you can do," McGrath said of his bad start. "Hey, I know I'm riding fine, and I'm okay with that. If you don't get the start, you're not going to win."

SUNDAY

The first heat race on Sunday pretty much picked up where Saturday's main left off: with Reynard out in front. He jumped into the early lead, followed by Washington's Jason McCormick, McGrath, Ward and Carmichael. Before long, McGrath had moved into second and engaged Reynard in a battle for the lead, but Reynard was up to the challenge. He dodged everything McGrath threw at him and actually pulled away slightly before taking the win. At this point, he could taste the \$100,000.

McGrath finished second, while Carmichael, again suffering a bad start, climbed up to finish a distant third. Ward looked to have fourth place in the

Briefly...

Yamaha-mounted **Jonathan Shimp** scored the overall win in the 80cc portion of the U.S. Open of Supercross. Shimp finished second to Yamaha rider **Billy Laninovich** in Saturday night's final but came back to win Sunday's main for the overall. Laninovich's 1-3 totals gave him second overall. Laninovich, however, crashed on the finish-line jump on the last lap of Sunday's final and broke his ankle. Third overall went to **Adam Mennenga**, who rode his Kawasaki to 5-2 finishes. Rounding out the top five overall were Suzuki rider **Shane Bess** and Yamaha rider **Ryan Morais**. Cycle News will have complete race results in next week's issue.

The inaugural **U.S. Open of Supercross** borrowed the AMA's supercross qualifying format for the Las Vegas race, but slightly modified it to seat only 16 riders for the main event rather than the usual 20. The total points of both Saturday's and Sunday's finals were used to determine the overall winner. In case of a tie, the second day's best results would be used to break the tie. In all, 30 riders were invited to compete in the U.S. Open of Supercross, including Jeff Emig, Ezra Lusk, 250cc World MX Champion Sebastien Tortelli, Mickael Pichon and Kevin Windham. These riders, however, could not compete due to injuries: Emig is still recovering from ligament damage in his wrist; Lusk was spectating with a cast on his broken arm; Tortelli is back home in France with a broken foot; Pichon is also resting at home in France after having the pin in his leg removed after competing in the MX des Nations; and Windham is still recovering from a broken leg (not to mention also being involved in a contract dispute with Yamaha).

Other notable no-shows included 250cc National MX champ Doug Henry and Greg Albertyn, who is currently vacationing at home in South Africa with his new bride.

"I'm probably more amped to ride than anybody else because I missed all summer," **Jeremy McGrath** said following Saturday's practice session. "I'm having fun. The track is good - a little small, but I feel fast. The start is going to be the key, for sure. We've got a new bike now, a '99 Yamaha YZ250, and it's fast and I'm feeling real good." As far as the event itself was concerned, McGrath thought it was great. "It's the hype that makes it fun," McGrath said. "Everybody's like, 'Whoa, whoa, whoa, a hundred grand' - I could get used to that, that's for sure. It (the venue) is kind of neat, kind of small, but I really love Vegas. They could have this race in a parking lot and I would love it. It's cool and it's different. It's still a good idea," McGrath added that his injured wrist, which forced him to miss most of the AMA outdoor 250cc Nationals, is completely healed. "The wrist is 100 percent: no pain - a little scar, but no pain. I have full mobility, too. I got lucky."

It looks as though the **Factory Connection/Jack in the Box Honda** team will go with another one-man effort for 1999. Last month, the team was talking about adding another rider to join Mike LaRocco, but the Honda factory-supported team has changed its collective mind and will rely solely on LaRocco in the 250cc Supercross and outdoor National MX Series.

Tim Ferry, the rider who had been a top choice for the job opening at the Factory Connection/Jack in the Box Honda team, will instead stay with Team Noleen for 1999. Ferry reports that the team will step up to a full-sized semi-truck next year and add one

or perhaps two riders to the team. A possible teammate for Ferry might be Canadian **Jean-Sebastien Roy**. "We also might add a 125cc rider," Ferry said.

At the last moment, a decision was made to trim the **250cc finals** from 20 laps to 15. The mains had to be shortened to fit into the TV time slots, as the finals were being broadcast live on Speedvision and Fox Sports Net.

Singer/songwriter **Lyle Lovett** made a surprise appearance Sunday when he, accompanied by a cellist, sang the national anthem. Lovett is a longtime motocross and off-road enthusiast.

Yamaha YZ400F rider **Spud Walters**, an alternate for the race, said of the event: "I think it's good - the track's real soft, but on a 400 it might be a little bit of a disadvantage because it is so tight, with the deep sand and the whoops. The track is a little hard to pass on, but that's one good thing about being on the four-stroke - I might get a good start. There definitely will be a lot of slamming going on because that's the only way to pass. All in all, it's fun and it's great, and I'm glad to be a part of history."

Former Supercross and National Motocross Champion **Rick Johnson**, along with Larry Naston, helped with the floor announcing at the MGM Grand Garden Arena. "It's a crapshoot," Johnson said of tight supercross tracks like this one. "It took me four years to win the Paris Supercross (a race similar to the Las Vegas race). Anything can happen." Johnson was pleased with the overall Las Vegas event. "I think it's a great thing. We need something like this to look forward to every year."

Despite the small arena, most of the riders were pleased with the

bag until a tangle with Roncada took them both out. McCormick ended up fourth, followed by Lawrence, Lytle and Smail.

The second heat race was a follow-the-leader affair, and the rider who led the field the whole way was Huffman. He put his factory Kawasaki into the lead in front of LaRocco, Hughes, Roy and Sellards, and that was it. They would finish out the race in that order. Sixth went to Dowd, who was followed by Brown and Pederson.

McCormick once again timed the gate perfectly and shot to the front of the pack in the first semi. The Honda of Troy rider led for four laps before giving way to Ward, who went on to take the win. McCormick held on to finish second, leading a close-knit group of riders - Roncada, Antunez, Button and Lytle - across the finish line. Button got off to another bad start and finished one spot out of a transfer.

Dubach powered his YZ400F into the lead at the start of the second semi, but Dowd got him before the lap was over. Ferry and Koikeda were left behind after crashing in the first turn.

The race was all Dowd's as he pulled out a comfortable lead and smoked the pack to the checkered flag. Dubach finished second but not without some serious challenges along the way. Roy was the first to pressure Dubach, but the Canadian bailed hard before he could make a pass. Later on, it was Brown who started dogging Dubach, but the HoT rider came up short at the end and had to settle for third. Sellards bought a ticket to the main by finishing fourth, ahead of Kawasaki/Tecate's Pedro Gonzalez and Ferry.

Team Green's Mike Jones led Ferry to the checkered flag in the last-chance qualifier, with Lawrence finishing third, one spot out of a transfer. Finishing fourth was Saturday night's LCQ winner, Koikeda. For Jones and Ferry, it was their first trip to the main.

Failing to finish the LCQ was Button, who was unable to qualify for either of the mains.

All eyes were focused on Reynard at the start of Sunday's final, and even though he didn't get the jump he wanted, Reynard still had a shot at the overall after rounding the first lap in fifth. Huffman had the lead, followed by

McGrath, Hughes, Roncada and Reynard. Left behind, picking up his bike in the second turn, was LaRocco.

Reynard spent the next couple of laps trying to get around Roncada. About the fourth lap, Reynard attempted a pass, but the two riders came together.

"I was just trying to make a pass," Reynard said. "He squared off, and I was coming in and poof."

Shortly thereafter, Reynard pulled into the mechanics' area.

"I hit Roncada and my bike died," a very disappointed Reynard said. "Then, after that, I thought the ignition was going out. I cased a jump because it acted like it was going out, so I pulled over and sat there for a second and started it up. It was running fine - I don't know."

Meanwhile, up front, Huffman was sitting pretty. He led McGrath around the track for the next 10 laps. Realizing that a second place was as good as a first, Huffman did not put up much of a fight when McGrath attacked.

"I was riding a little tight, and I didn't know for sure who was behind me," Huffman said. "I made a couple of bobbles. Then I saw Reynard on the side of the track. I was like, 'All right, he's out - that's good.' Then I almost fell one time good; McGrath was all over me and I thought, 'I think I can let him by.' I mean, I knew I could let him by, but I wasn't positive. I saw the Kawasaki guys clapping, and I thought it was okay."

Now running in second place, Huffman's only real concern was Hughes, but he was a few seconds back in third, and Huffman tried to make sure to keep it that way.

"I saw him (Huffman), and once Jeremy passed him, I closed up a little bit," Hughes said. "I made a big mistake and almost ran into the hay bales. After that, there was two laps to go and there was nothing I could do."

At the finish, it was McGrath taking the win, followed by Huffman, Hughes, Roncada and Dowd. Carmichael finished a disappointing 14th after a ninth-place start and later a fall.

"I rode crappy the second day," Carmichael said. "In the main, I crashed and made mistakes. Oh, well."

"I'm really happy to come out with a win," McGrath said. "Last night wasn't



so good; today I had something to prove - to myself and everyone else. I kind of dogged him (Huffman) for a while; he made a little mistake and I got by him."

MGM Grand Garden Arena Las Vegas, Nevada Results: October 10-11, 1998

Saturday

250 HEAT 1 (15 riders, top 3 transfer to final): 1. Jeremy McGrath (Yam); 2. Robbie Reynard (Suz); 3. Ricky Carmichael (Kaw); 4. David Vuillemin (Yam); 5. Larry Ward (Suz); 6. Casey Lytle (Hon); 7. Jimmy Button (Yam); 8. Stephane Roncada (Hon); 9. Jeff Matiasovich (Kaw); 10. Lance Smail (KTM); 11. Phil Lawrence (Kaw); 12. Jimmy Gaddis (Kaw); 13. Cliff Palmer (Kaw); 14. Jason McCormick (Hon); 15. Buddy Antunez (Suz).

250 HEAT 2 (15 riders, top 3 transfer to final): 1. Damon Huffman (Kaw); 2. Mike LaRocco (Hon); 3. Ryan Hughes (Kaw); 4. Mike Brown (Hon); 5. Mike Jones (Kaw); 6. John Dowd (Yam); 7. Doug Dubach (Yam); 8. Chad Pederson (Yam); 9. Brock Sellards (Hon); 10. Pedro Gonzalez (Kaw); 11. Nathan Ramsey (Kaw); 12. Takeshi Koikeda (Yam); 13. Tim Ferry (Yam); 14. Jean-Sebastien Roy (Kaw); 15. Jeff Dement (Yam).

250 SEMI 1 (12 riders, top 4 transfer to final): 1. Casey Lytle (Hon); 2. Lance Smail (KTM); 3. Phil Lawrence (Kaw); 4. Stephane Roncada (Hon); 5. David Vuillemin (Yam); 6. Jeff Matiasovich (Kaw); 7. Cliff Palmer (Kaw); 8. Jason McCormick (Hon); 9. Buddy Antunez (Suz); 10. Jimmy Button (Yam).

250 SEMI 2 (12 riders, top 4 transfer to final): 1. John Dowd (Yam); 2. Mike Brown (Hon); 3. Brock Sellards (Hon); 4. Jean-Sebastien Roy (Kaw); 5. Tim Ferry (Yam); 6. Takeshi Koikeda (Yam); 7. Pedro Gonzalez (Kaw); 8. Doug Dubach (Yam); 9. Chad Pederson (Yam); 10. Nathan Ramsey (Kaw); 11. Jeff Dement (Yam); 12. Mike Jones (Kaw).

250 LCQ (16 riders, top 2 transfer to final): 1. Takeshi Koikeda (Yam); 2. Larry Ward (Suz); 3. Tim Ferry (Yam); 4. Chad Pederson (Suz); 5. Jimmy Button (Yam); 6. David Vuillemin (Yam); 7. Cliff Palmer (Kaw); 8. Jeff Dement (Yam); 9. Nathan Ramsey (Kaw); 10. Jeff Matiasovich (Kaw); 11. Doug Dubach (Yam); 12. Mike Jones (Kaw); 13. Pedro Gonzalez (Kaw); 14. Jimmy Gaddis (Kaw); 15. Buddy Antunez (Suz); 16. Jason McCormick (Hon).

250 MAIN (16 riders, 15 laps): 1. Robbie Reynard (Suz); 2. Damon Huffman (Kaw); 3. Ryan Hughes (Kaw); 4. Mike LaRocco (Hon); 5. John Dowd (Yam); 6. Ricky Carmichael (Kaw); 7. Jeremy McGrath (Yam); 8. Lance Smail (KTM); 9. Brock Sellards (Hon); 10. Larry Ward (Suz); 11. Casey Lytle (Hon); 12. Stephane Roncada (Hon); 13. Jean-Sebastien Roy (Kaw); 14. Mike Brown (Hon); 15. Phil Lawrence (Kaw); 16. Takeshi Koikeda (Yam).

Time: 8 min., 21.140 sec.
Margin of victory: 4.009 sec.

Sunday

250 HEAT 1 (15 riders, top 3 transfer to main): 1. Robbie Reynard (Suz); 2. Jeremy McGrath (Yam); 3.

The MGM Grand Sportsbook offered fans present at the event an opportunity to wager on all riders entered in the Open (250cc) race. Damon Huffman's odds to win the race were 20 to 1.

Ricky Carmichael (Kaw); 4. Jason McCormick (Hon); 5. Phil Lawrence (Kaw); 6. Casey Lytle (Hon); 7. Lance Smail (KTM); 8. Larry Ward (Suz); 9. Cliff Palmer (Kaw); 10. Stephane Roncada (Hon); 11. Jeff Matiasovich (Kaw); 12. Jimmy Button (Yam); 13. Spud Walters (Yam); 14. Buddy Antunez (Suz); 15. David Vuillemin (Yam).

250 HEAT 2 (15 riders, top 3 transfer to main): 1. Damon Huffman (Kaw); 2. Mike LaRocco (Hon); 3. Ryan Hughes (Kaw); 4. Jean-Sebastien Roy (Kaw); 5. Brock Sellards (Hon); 6. John Dowd (Yam); 7. Mike Brown (Hon); 8. Chad Pederson (Suz); 9. Jeff Dement (Yam); 10. Tim Ferry (Yam).

250 SEMI 1 (12 riders, top 4 riders transfer to main): 1. Larry Ward (Suz); 2. Jason McCormick (Hon); 3. Stephane Roncada (Hon); 4. Buddy Antunez (Suz); 5. Jimmy Button (Yam); 6. Casey Lytle (Hon); 7. Phil Lawrence (Kaw); 8. Lance Smail (KTM); 9. Jeff Matiasovich (Kaw); 10. Spud Walters (Yam); 11. Cliff Palmer (Kaw); 12. David Vuillemin (Yam).

250 SEMI 2 (12 riders, top 4 riders transfer to main): 1. John Dowd (Yam); 2. Doug Dubach (Yam); 3. Mike Brown (Hon); 4. Brock Sellards (Hon); 5. Pedro Gonzalez (Kaw); 6. Tim Ferry (Yam); 7. Nathan Ramsey (Kaw); 8. Takeshi Koikeda (Yam); 9. Mike Jones (Kaw); 10. Jean-Sebastien Roy (Kaw); 11. Jeff Dement (Yam); 12. Chad Pederson (Suz).

250 LCQ (16 riders, top 2 riders transfer to main): 1. Mike Jones (Kaw); 2. Tim Ferry (Yam); 3. Phil Lawrence (Kaw); 4. Takeshi Koikeda (Yam); 5. Cliff Palmer (Kaw); 6. Nathan Ramsey (Kaw); 7. Spud Walters (Yam); 8. Chad Pederson (Suz); 9. Lance Smail (KTM); 10. Jeff Matiasovich (Kaw); 11. Casey Lytle (Hon); 12. Pedro Gonzalez (Kaw); 13. Jeff Dement (Yam); 14. Jimmy Button (Yam); 15. David Vuillemin (Yam); 16. Jean-Sebastien Roy (Kaw).

250 MAIN (16 riders, 15 laps): 1. Jeremy McGrath (Yam); 2. Damon Huffman (Kaw); 3. Ryan Hughes (Kaw); 4. Stephane Roncada (Hon); 5. John Dowd (Yam); 6. Larry Ward (Suz); 7. Jason McCormick (Hon); 8. Mike Brown (Hon); 9. Buddy Antunez (Suz); 10. Tim Ferry (Yam); 11. Brock Sellards (Hon); 12. Mike LaRocco (Hon); 13. Doug Dubach (Yam); 14. Ricky Carmichael (Kaw); 15. Robbie Reynard (Suz); 16. Mike Jones (Kaw).

Time of race: 8 min., 16.550 sec.

Margin of victory: n/a

O/A: 1. Damon Huffman (\$100,000); 2. Ryan Hughes (\$35,000); 3. Jeremy McGrath (\$17,500); 4. John Dowd (\$10,000); 5. Robbie Reynard (\$8,000); 6. Mike LaRocco (\$7,000); 7. Stephane Roncada (\$6,500); 8. Larry Ward (\$6,000); 9. Ricky Carmichael (\$5,500); 10. Brock Sellards (\$5,000); 11. Mike Brown (\$4,750); 12. Jason McCormick (\$4,500); 13. Lance Smail (\$4,250); 14. Buddy Antunez (\$4,000); 15. Tim Ferry (\$3,750); 16. Casey Lytle (\$3,500); 17. Doug Dubach (\$2,000); 18. Jean-Sebastien Roy (\$1,800); 19. Phil Lawrence (\$1,600); 20. Mike Jones (\$1,400).

John Savinski-constructed track. "When I first go here, I didn't think the track would hold up," winner Damon Huffman said. "But they did a great job maintaining it and it held up real well."

Team Suzuki's **Tony Berluti**, who in recent years worked as Mickael Pichon's mechanic before the Frenchman's recent departure for Team Honda, worked with Primal Impulse/Suzuki's Robbie Reynard at the U.S. Open in Las Vegas. "It's a one-off deal," said Berluti from the pits, which were set up in the parking lot of the MGM Grand. "At this point in time, I'm not sure who I will be teamed with in 1999."

While **Jimmy Button** may have recently parted ways with Team Chaparral/Yamaha, it didn't keep him away from competing at the U.S. Open. Still talking to a number of teams in regard to employment for the 1999 race season, Button pulled together a portfolio of support - and dipped into his own wallet - for the Vegas event. "I went out and bought my own bike," said Button. "You know, a lot of people have said in the past that I'm not a true privateer and that I've tried to milk the system, but the way I'm doing this race, I'm about as privateer as you can get. Yamaha has been very helpful and I'm working out of their truck here and using Yamaha wheels; but beyond that, I'm on my own. 1-800-COLLECT, Spy, No Fear and O'Neal have also helped me out for this race. As far as lending me a hand, I can't thank Keith (McCarty) and Yamaha enough."

The opening ceremonies on both Saturday night and Sunday afternoon did an amazing job of getting the sellout U.S. Open crowd amped up for racing. Loosely based on the legendary Paris-Bercy Supercross (which is now 14 years old), event organizers **Eric Peronard** and **Mike DeStefano** dug deep into the enter-

tainment bag of tricks to create an awe-inspiring show opening. Lasers, video clips, smoke, indoor fireworks, pumping music, colored lights and a giant chrome disco ball (which opened up to introduce riders to the crowd) all worked in unison to create an unforgettable night of entertainment.

Recently crowned 1998 FIM 250cc World Motocross Champion **Sebastien Tortelli** was seen cruising around the MGM pits on crutches Saturday afternoon. Still healing from a practice injury which broke a number of small bones in his foot, Tortelli was in good spirits, taking the opportunity to shake hands and meet the people he will be seeing week in and week out beginning this January when he competes in America full time. Tortelli recently relocated from France and purchased a house in Temecula, California, where he will set up headquarters for his rookie season in the United States.

While the invitation-only **80cc** class was popular with both the spectators and competitors in Las Vegas, it was obvious that the race circuit may have been a little bit too formidable and treacherous for their skill and patience levels. Virtually all of the heat races and the two main events were full of minor crashes and off-track excursions, as the mini riders, no doubt hyped up by the crowd and the attention, rode over their heads at times. Nonetheless, many agreed that they put on a great show and brought the 10,500-strong crowd to its feet on many occasions.

During the first intermission on Saturday night, **Roger DeCoster**, a five-time 500cc World Champion and four-time AMA Trans-AMA Champion, was presented a special lifetime achievement award, which was sponsored by Vintage Iron. As a special touch, the award was presented to "The Man" by former Honda comrade

Dave Arnold, along with past riders Chuck Sun, Johnny O'Mara, Donnie Hansen, Danny LaPorte, Rick Johnson and Jeff Stanton. All these riders rode on winning American Motocross des Nations teams for DeCoster and Honda in the 1980s.

For the first time, fans could bet on their favorite rider at the U.S. Open through a special arrangement with the **MGM Grand Sportsbook**. The odds, which were posted in the casino early last week, drew a massive amount of spectator interest. "The whole thing was just awesome," enthused Gregg Fisher, supervisor of the MGM Race and Sportsbook. "There was just a tremendous amount of fan interest and participation and we just got slammed with people wanting to bet - we were shocked by all the interest."

While he wasn't able to put much time in during the 1998 AMA Supercross Series due to injuries, Team Kawasaki's **Ryan Hughes** was able to put in a fine showing at the initial running of the U.S. Open of Supercross. And as fate would have it, the glittery event may very well mark the end of Hughes' American Supercross career, as this February he and his wife and young son will head to Europe for the 1999 FIM 250cc World Championship Series. Hughes, who recently signed with Team Pamo/Honda, is thrilled with the new arrangement. "It's a big change for me, but I'm really looking forward to it," he said among a throng of autograph seekers in the Las Vegas pits. "The Pamo team seems great and they set me up with a really good deal. I'll likely be the only guy on the team, and we're supposed to receive full factory support from Honda of Japan. It doesn't seem like there is a lot of personality in Europe right now, and I think I can go over there and bring a lot of attention to the team and Grand Prix motocross."

Eric Johnson

THE AMA SUPER

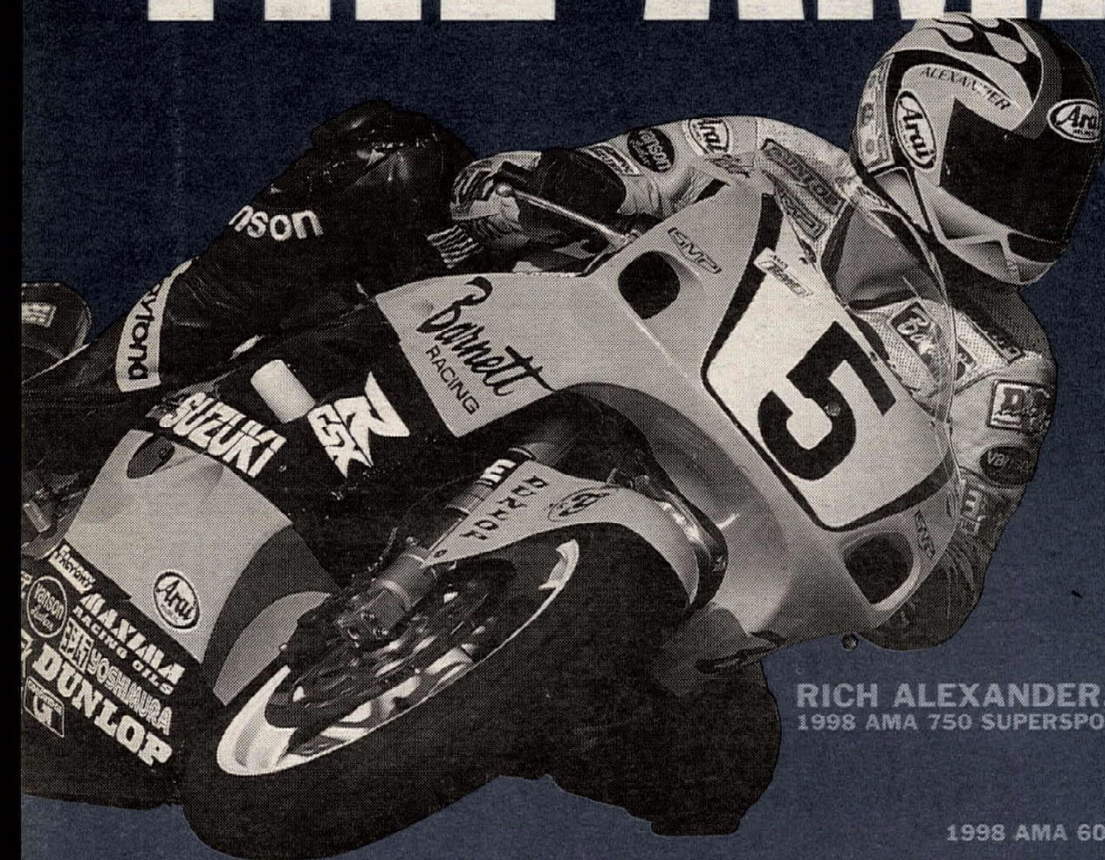
It was an outstanding event that went 1-2-3 in the 600 Supersport

THE LATE

GSX-R also dominated the 750
And, just for good measure, Suzuki

RICH ALEXANDER, JR.
1998 AMA 750 SUPERSPORT CHAMPION

STEVE CREVIER
1998 AMA 600 SUPERSPORT CHAMPION



SPORT #1 PLATE.

brought an outstanding finale to an outstanding season. Why? Suzuki race and clinched the AMA 600 Supersport Championship. The

ST FEATURE ON THE

Supersport event, earning the AMA 750 Supersport Championship. established a new track record in qualifying and then delivered a

SUZUKI GSX-R600

flag-to-flag victory in the Superbike event. Yes, the GSX-Rs certainly look good, especially with the #1 plates.

AND GSX-R750.

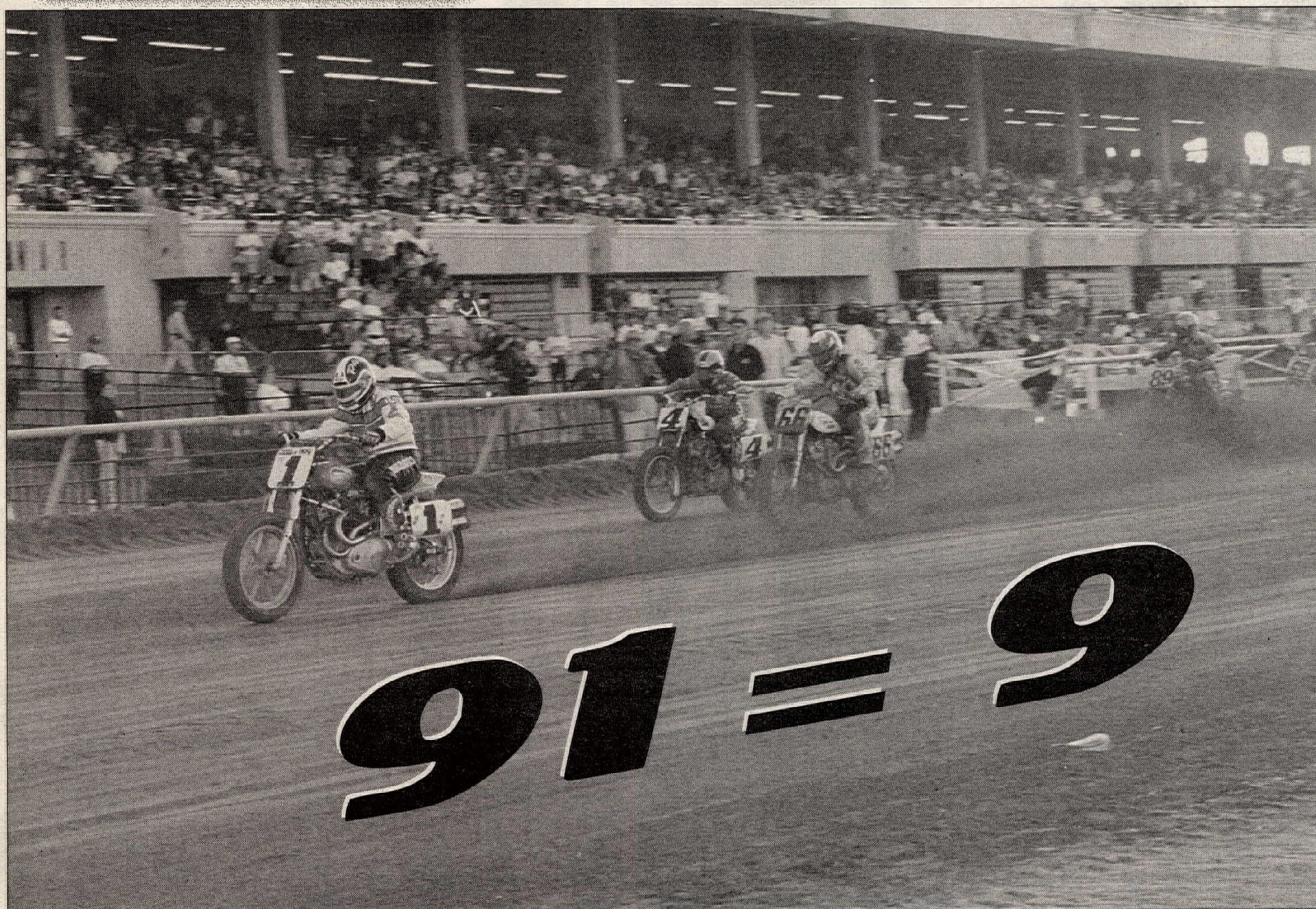
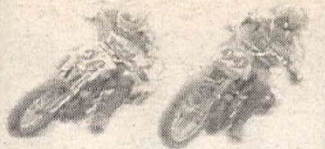


The best sportbikes just got better as Suzuki GSX-Rs captured the 1998 AMA 600 and 750 Supersport Championships.

First, he won his seventh pole of the season, setting yet another track record in the process. Then Team Yoshimura Suzuki rider Mat Mladin finished in style, crushing the Superbike competition in Las Vegas.

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CALL 1-800-828-RIDE OR VISIT US ON THE WEB AT WWW.SUZUKI.COM FOR MORE INFORMATION. Suzuki firmly believes racing belongs in one place - on the racetrack. We want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-446-9227. Professional riders pictured in sanctioned closed-course competition. The Suzuki GSX-Rs are engineered for experienced riders.



By Dave Hoenig
Photos by Flat Trak Fotos

DEL MAR, CA, OCT. 11

At least for the next few months, Scott Parker's ever-changing autograph will be followed by 91 wins = 9 GNC.

Every win and every title just push the Harley-Davidson Motor Co./AGV/HOG-sponsored Parker further and further into the record book. After the season-finale Del Mar Mile, as Parker was signing anything that would hold ink for his fans, his longtime mechanic (and the only person with more National wins and more Grand National Championships than Parker), Bill Werner, cranked up the team hauler's stereo, playing Queen's "We Are The Champions."

That they are.

The American Motorcyclist Association's 1998 Grand National Dirt Track Series points race was one of the best in history. Entering the last race, four riders still had a mathematical shot at the title. The two former Harley-Davidson factory teammates, Parker and Chris Carr, were the favorites, though. The Harley-Davidson of Sacramento/Phoenix Racing/RC Digital-sponsored Carr held a slim two-point lead over Parker. But Parker's history on the Del Mar Mile (winning three out of four and holding the 25-lap record on the cushioned mile oval) made him the odds-on favorite to repeat. Carr acknowledged as much after the race.

"It's tough when you come to a track like this with a slim lead," Carr said.

"Scotty grew up on crappy tracks like this. He's proved over and over that he's the best in the business on this type of track. The big, ball-busting cushions - he's going to be the man to beat."

Rich King and Will Davis were also still in the hunt, but each of them would need both Parker and Carr to falter to be able to pull off the title win; neither would.

Because of deteriorating track conditions, all the race's laps were shortened. The National was run at 20 laps, but it would take three tries to get it done. Parker was dominant when he had to be, leading every lap. He also had to overcome two crash-induced restarts and a long delay after the setting sun was right in the riders' eyes in turn three.

Parker saw his early lead wiped out when Nicky Hayden fell in turn two on the second lap. A complete restart was called for, with Hayden coming from the penalty line. The second time around, Parker still maintained his advantage and left the other 17 riders in his wake. Carr gamely tried to make a race of it, but he was fading as both KK Motorcycle Supply/Mike's Harley-Davidson's Geo Roeder and Dan Butler got by on lap 14.

Unfortunately for everyone - especially the USC Racing/Lancaster Harley-Davidson/Dodge Brothers-sponsored Butler - there was contact going into turn three, and Butler's race came to a violent end. Carr was apologetic for his part in Butler's get-off.

"I gave him (Parker) everything I had; it just wasn't enough," Parker said.

"I was chasing Scotty as hard as I could, and I was making mistakes and getting tired, fighting the bike. I was pretty well spent at that time. Danny Butler and I got together, and he got bumped wide, into Roeder's rear wheel. He hit Roeder's rear wheel and high-sided. It's a racing incident, but I felt bad it happened, because he was going good."

Despite pulling to a full-straightaway lead before the race was stopped, things were not all rosy for the defending champion. No doubt the most gut-wrenching time for Werner and Parker was the delay during the second red flag.

When Parker pulled into the work area, Werner noticed a small leak in Parker's gas tank.

"The big concern after the red flag was a small quarter-inch gas leak in the tank; it was right in the seam," Parker said. "Bill just started putting tape on it while we were waiting. After the 10 minutes were up, he couldn't do anything else to it or I would have had to start last. Then we had that long delay - just what we didn't need."

As the track prep and the sunset wore on, Parker worried.

"What happens if the tape slides off and it starts pouring out gas?" Parker said. "You just keep worrying that the whole thing is going to slide off and gas is going to start pouring out. The longer we had to wait, the better the chance was we would have to go to the back of the pack. I wanted to put a new tank on, but Bill said no, and he just started taping it up. He started small and just kept going wider and wider."

Scott Parker (1) survived two restarts and a six-lap dash to claim his 91st career Grand National win and, more importantly, his ninth (and fifth consecutive) AMA Grand National title at the series-finale Del Mar Mile.

When the action did resume, Parker had no problem picking up where he left off.

"I had some great lines during the National; I think they were the best I had all day," said Parker. "I can only remember getting sloppy one time and that was in turn one. Down in three and four, it was just *wham, wham, wham* like clockwork, right on every time."

The red flag was Roeder's misfortune, as he gave up second to the rejuvenated Carr on the restart.

"The restart hurt some, because I was in second, but Butler was coming on me, so if he hadn't fallen, he might have passed me anyway," Roeder said. "I was closing on Chris again. If the race had been a little longer, I think I had a good shot at second again. It seemed like he was better on the short run, and I was better on the long. I was going in high and squaring it off, and exiting on the pole. I'd been doing it the whole race, and (then) Dan got into me. It's one of those things where there wasn't much I could do. I feel bad about him running into me, but I was just running my line. I was making time on Chris by squaring off the corners."

Just before the red flag, on lap 12,

title contender Will Davis pulled his Tommy Cummings/Michigan Harley-Davidson Dealers Association-backed Harley out of the race.

"There wasn't anything wrong with the bike - I just couldn't see well enough to go on," a disappointed Davis said. "I didn't feel safe, and it wasn't going to make any difference in the point standings with me back where I was at. When Nicky fell in turn one, I didn't even see him until I was past him. What really bothered me the most was the thought that someone would fall in front of you and you couldn't see him or that you would catch a hole and fall in front of somebody else. If those guys could see and race, then more power to them. They deserve to win."

Also dropping out on lap 12 was surprise visitor Kevin Atherton, who was running a strong fourth on his borrowed USC Racing/Lancaster Harley-Davidson/Dodge Brothers Harley. In Atherton's first ride of the season, he looked as strong as ever.

"I came to win," Atherton said. "I haven't been around all year, but I came to win. It's all I've done all my life. It's not like I'm going to forget how."

After being as low as 12th early in the race, Rose Racing/Schaeffer's Harley-Davidson/B&B Trading's Kevin Varnes charged up to fourth.

"I didn't get the good start I needed early, but I made up for it," Varnes said. "I just got blasted the first couple of laps, and it set me backwards. I couldn't see anything. It was just 'lights out.' I just kept grabbing tearoffs, even trying to grab them in the middle of the corners. The restart really helped us; I was able to get up front right away. It seemed like everybody started running a lower line. I kept my high line, and that kept me out of the spray."

Corbin Racing/SuperTrapp's Rich King soldiered home in fifth, despite his injured left hand.

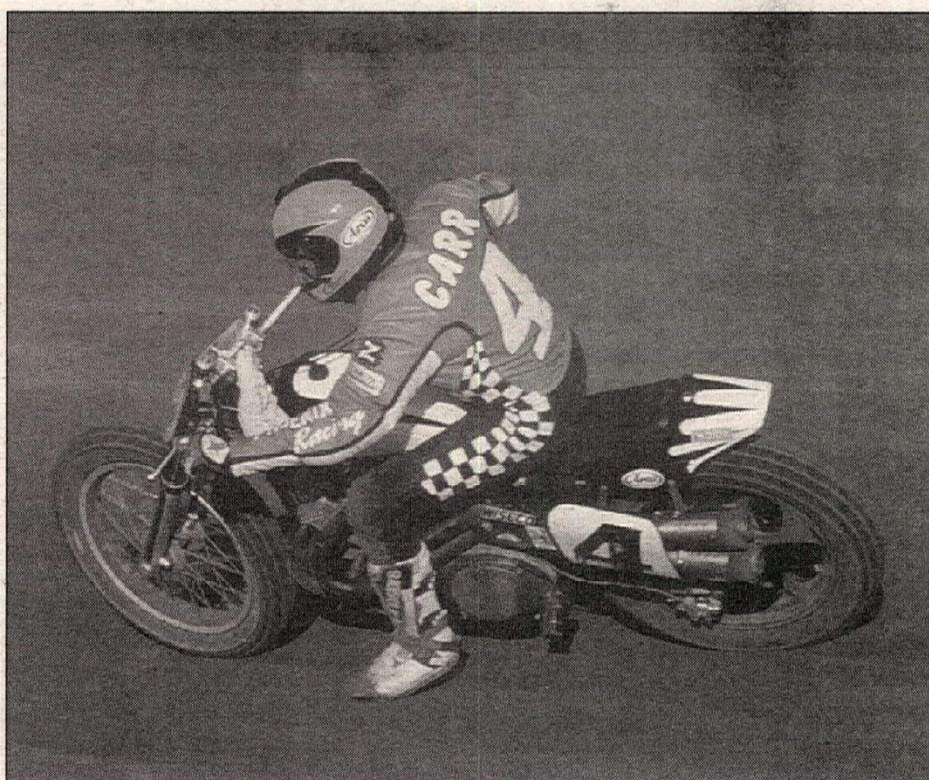
"The only time my hand really bothered me was when I'd hit the holes," King said. "I'd clamp on to the bars tighter, and when I did that, my hand hurt pretty bad. That's not really an excuse. I wasn't up to speed all day long. I was hoping to come on late in the main again this year, but the red flag kind of shot all my plans. They reconditioned the track, and the lines that I had that were working were pretty much gone. Those guys were a lot faster up top than I was. When they smoothed their lines out, of course my low line - that was already smooth - just slowed down."

The 1998 Rookie of the Year, Bryan Bigelow, finished out a strong year with a sixth-place finish.

"That was about as crazy as it gets," the USC Racing/Lancaster Harley-Davidson/Dodge Brother's-backed youngster said. "I'm not going to try and fool anybody. It was a little scary out there. About the third or fourth lap, the shock blew. It was still working a little, but all the rebound and dampening was gone. We were just hanging on for dear life out there."

Gardner Racing/Walters Brothers Harley-Davidson's Dan Stanley had the best mile ride of his career, and he ended up seventh.

"We started the National off really good," Stanley said. "I think I even got the holeshot into turn one. Down the back straight, Parker got by me, and then Chris got by going into turn three. Man, it was an awesome start from the second row, and the three of us got away from everybody. There was no dust, and there was no roost. I was able



to follow those two, and it was going to be a good race until I saw that red flag."

Even the second time around, Stanley fared well.

"We got another good start on the restart, running fourth," he said. "I hit a couple of bumps, got roosted a couple of times and dropped back a little bit. I felt really good and didn't get too tired."

Another rider showing experience well beyond his years was Nicky Hayden. The Tommy Cummings/Michigan Harley-Davidson Dealers Association-backed Hayden got up off the ground, made the first restart from the penalty line and still worked his way back up to an eighth-place finish.

"I got a great start and was moving up; I really felt that I was going to be able to pass and get a podium finish," Hayden said. "I was trying to go around on the outside and just caught a little hole, the back end stepped out, and I spun down. On the restart, I had to come from last and got hung up behind a few guys. I was finally able to pass a couple of guys before the second red flag. Dead last to eighth - that's pretty good, I guess. I thought I'd do better on the second restart, but I only passed one guy. Then I was able to get by Kopp on the last lap for eighth."

Missouri Harley-Davidson/Dave Burks Racing's Joe Kopp had come into the day with high hopes, but he "settled" for ninth.

"I got great starts in all the main-event starts but just spooked myself a few times and just wasn't putting it on the line like some of the other guys were," Kopp said. "I hit some real big holes down in one and two, and I didn't like that - I guess it scared me a little. I tried to just salvage what I had. Scotty must have found something way up high where he was running, but I couldn't see going into turn three."

(Top) "Gave it all I had": Chris Carr's loss of the title by two points belied his superb second-place performance on the rough-and-tumble Del Mar racing surface. Carr has finished second in the series standings six times during his career. (Right) Geo Roeder II had his best season ever in 1998, and the cushion-riding Ohioan found the Del Mar track to his liking, as he earned third place - his best career finish on a mile.

get through the hole on the outside," Morgan said. "I couldn't make it, and he hooked my handlebar with his arm. It pushed me up into the hay bales, and down I went, too."

Both riders would eventually be transported to the hospital after first just wanting a ride back to the pits.

Carr easily won the restart, with Springsteen a solid second. The entire field looked to be evenly spaced, with F&S Harley-Davidson/KK Motorcycle Supply's Steve Morehead taking the last direct transfer from this heat. Ken Coolbeth, Mike Hale, Jaime Aguilar and Michelle Disalvo were semi-bound.

The second heat was dominated by Dan Butler, as he rode by the hay bales early and built a huge lead. A three-rider battle over the last two tickets to the main eventually spread out, with Nicky Hayden finishing second over longtime Amateur National rival Bryan Bigelow. Will Davis was the victim of the young chargers, and he was semi-bound, along with Brett Landes, J.R. Schnabel, Tommy Hayden, Marco Morello and Brian Kromroy.

Geo Roeder II took the early lead in the third heat, but Kevin Varnes, who is establishing himself as quite a rim rider, took the high line to the win. Roeder held on to second, with Dan Stanley a safe third. Chris Evans, Shaun Russell, Terry Poovey, Paul Bergstrom and Mike Inderbitzin rounded out the finishers.

The last heat saw Scott Parker give the first indication of what was to come. Parker grabbed the early lead over Kevin Atherton and a surprisingly fast Gary Rogers. Parker stayed just far enough ahead of Atherton to be comfortable, as Rogers fell victim to his Corbin Racing teammate, Rich King, and then Joe Kopp. After King took over third, the transfer positions were set. Kopp would lead Rogers, Willie McCoy, Joe Eades, Chance Darling, Lonny Kopp and Randy Bereman to the semis.

SEMIS

Bartels' Harley-Davidson's Shaun Russell led the first semi into turn one, but Will Davis made quick work of the youngster and proceeded to run away. Russell was able to hold off a closing Willie McCoy, with road racers Tommy Hayden and Mike Hale running fourth and fifth.

Gary Rogers blasted to the lead in the second semi, with Brett Landes a safe

RC Trucking/Bartels' Harley-Davidson's Jay Springsteen finished off a solid year with a 10th-place finish.

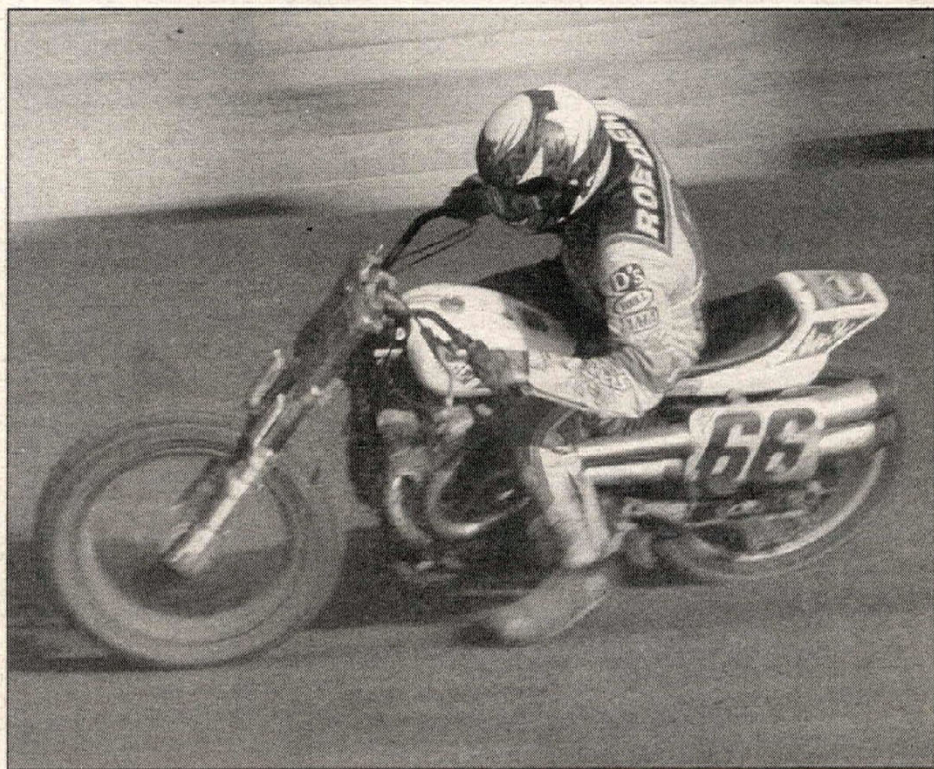
"In the main, you would get sprayed down and then you couldn't see the ruts," the three-time Grand National Champion said. "Once you got racing by yourself, it was all right; then you could see the holes and you could go above or below them. Any little bit of stuff on your shield and you couldn't see. Then, going into three with the sun going down, it was pretty bad. I went two laps before they threw the red flag, and the only way I knew somebody was down was the big hole in the tarp in turn three."

HEATS

The heat-race laps were cut back in an effort to save the track, and for the most part the finish order was set well before the eight laps were up. Jay Springsteen had set fast qualifying heat time, but he was no match for Chris Carr in heat one.

The race had to be red-flagged, as Coziahr Harley-Davidson teammates Paul Morgan III and Johnny Murphree got tangled up in turn two.

"When Johnny fell, I saw his first bounce, so I got on the gas and tried to





second. A short distance back, Terry Poovey held Kenny Coolbeth at bay. Just when everything appeared to be set, Landes' bike made a crunching sound going into turn one on the last lap. At the same time, Coolbeth made a pass on Poovey and stole the last transfer into the main.

Joe Kopp led Billy Martin and J.R. Schnabel away in the last semi. Kopp held a small lead, as Chris Evans stormed up to second. Team Powell/Van Beek Harley-Davidson's Schnabel was not to be denied this time, and he not only passed Evans but slipped by Kopp for one lap. Kopp retook the lead on the last lap, and both were headed for the last National of 1998.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL

After locking up the series points title in Las Vegas with what he himself termed a "mediocre" ride, Miller Electric/Las Vegas Harley-Davidson/Texas Harley-Davidson/Roeder Harley-Davidson's Jess Roeder was looking to dominate the last race of the year. The field charged three wide into turn one, with Roeder, Joe Eades and Gary Rogers all trying to squeeze through. Roeder led Eades and Rogers at the end of the first lap and appeared to be pulling away.

Corbin Racing/San Jose Harley-Davidson's Rogers took second, and the top two did pull away. Saddlemen/1-800-FASTHOG's Eades dropped into a battle for third with Modesto Harley-Davidson-backed Nate Wait.

Just past the halfway mark, Shaun Russell pushed his Bartels' Harley-Davidson Sportster into the battle for third. As the field started the eighth lap, Eades unloaded big-time in turn two. The race was red-flagged and eventually called complete. Roeder was declared the winner over Rogers, Russell, Wait, Sean Lollar, Billy Martin, A.J. Herrera, Scott Stump, Tim Eades and Chris Fitzhugh.

GRAND NATIONAL

The last National of the year came to the line, led by fast qualifier Butler. Somehow, Stanley led the pack into turn one from the second row, but Parker wasted no time taking over the point and putting himself right where he needed to be in order to capture his ninth Grand National Championship. Starting lap two, the tightly bunched pack bounced into turn one. Almost in slow motion, Hayden, who was in about fourth, spun down. Hayden scrambled to the safety of the hay bales as the following pack avoided his fallen Harley. The red flag came out, and there would be a complete restart.

This time it was Parker away first, but Stanley once again was right in the thick of things. Butler and Springsteen were also up front. At the end of lap one, Parker was in control, with Carr giving chase. After a couple of laps, it was apparent that, barring mechanical failure, the race and the points race were both over.

Early on, Atherton held third before giving way to Roeder. At the end of five laps, Stanley held down fifth over Butler, King, Kopp, Bigelow and Morehead. Stanley, Butler, Kopp and King were tightly bunched until Stanley slipped. That seemed to break things up, and Butler closed on Atherton, whose race ended just after he finished his 12th lap.

"Unfortunately, we lost a oil line," Atherton said. "I think we lost the line when I hit that hole. When I hit that hole, the oil started spraying all over."

Butler broke free and closed on Roeder. At the end of lap 14, both Roeder and Butler stormed by Carr. Midway through lap 15, the red flag was out, as Butler's bike was in the parking lot outside of turn three. Butler was at first transported back to the pits, but it was then decided to send him off to the hospital to be checked out, as he had collected a fence post with his back.

Kopp appeared to take advantage of the restart, as he jumped from sixth to second going into turn one. He couldn't

(Above) Kevin Atherton (23) made a surprise return to action at Del Mar aboard a loaner USC/Lancaster Harley-Davidson. Atherton transferred directly from his heat race and was running well in the main event before being sidelined by mechanical problems.

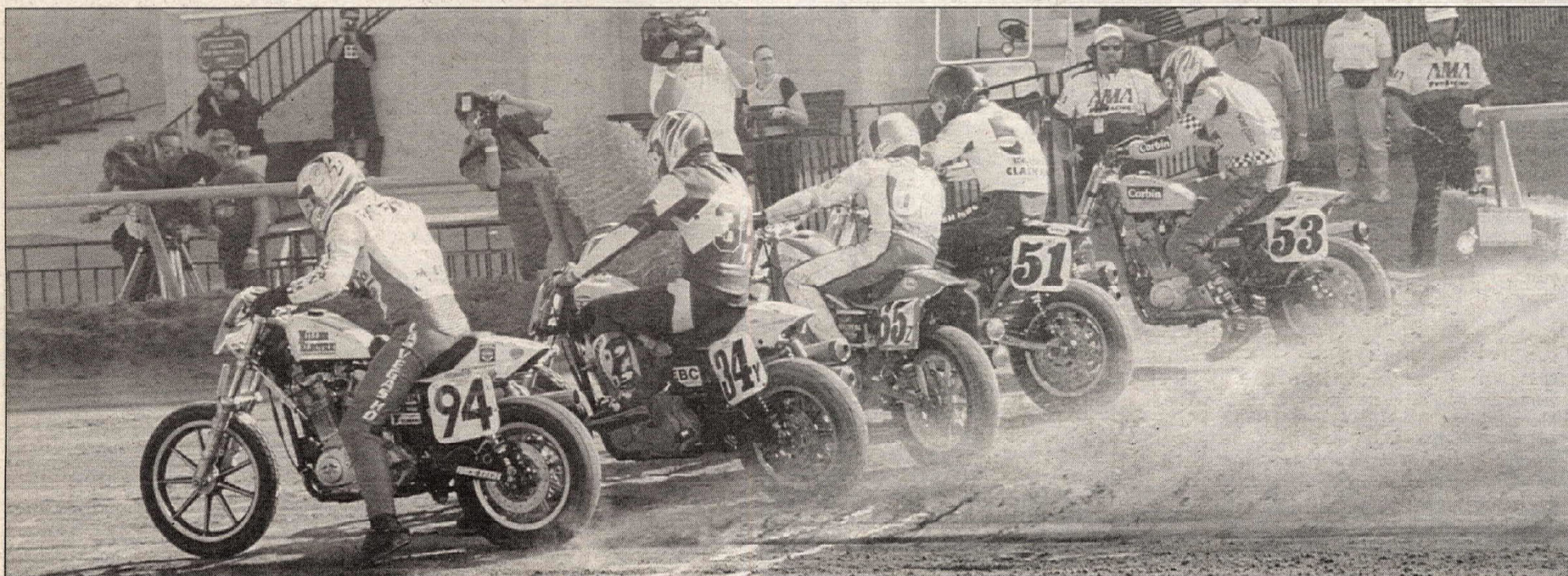
(Below) Although he already had the title in hand, Jess Roeder (94) put in a solid performance in the Harley-Davidson Sportster Performance National and claimed the win in the crash-shortened feature.

maintain it, however, and was back in sixth at the end of lap 15. Carr made the most of the restart by regaining second.

"We put a new, sharp edge on the rear tire," Carr said. "We felt we had to do something in order to try to run with Scott. That was something we could do to try and make a difference. The only other change that might have helped was if he'd have somehow lost some of his speed. He was flying in that main event, no doubt about it."

Laps ran out for Roeder, and he finished a solid third.

"I stayed with the same line, even after the restart," Roeder said. "Chris started off fast, then kind of slowed down, and I was catching him at the end. With seven laps, I might have got-



ten second, but third is my best mile finish ever, so we'll take that. That's what I was thinking: 'Just stay up in the top three.' I'm ready to go home, go to work and get ready for next year."

King held down fourth until the high-flying Varnes got by with four laps left.

"The starts really burned us, getting behind right away, but I was able to move back up some," Varnes said. "The restart let us catch back up. I think I was gaining on Roeder and Carr there at the end, too. I was happy. The motor ran great - the fastest it's been all year. That's my best finish on a mile, and sixth is my best finish in the points. The only thing we changed for the restart was helmets. The bike was running good."

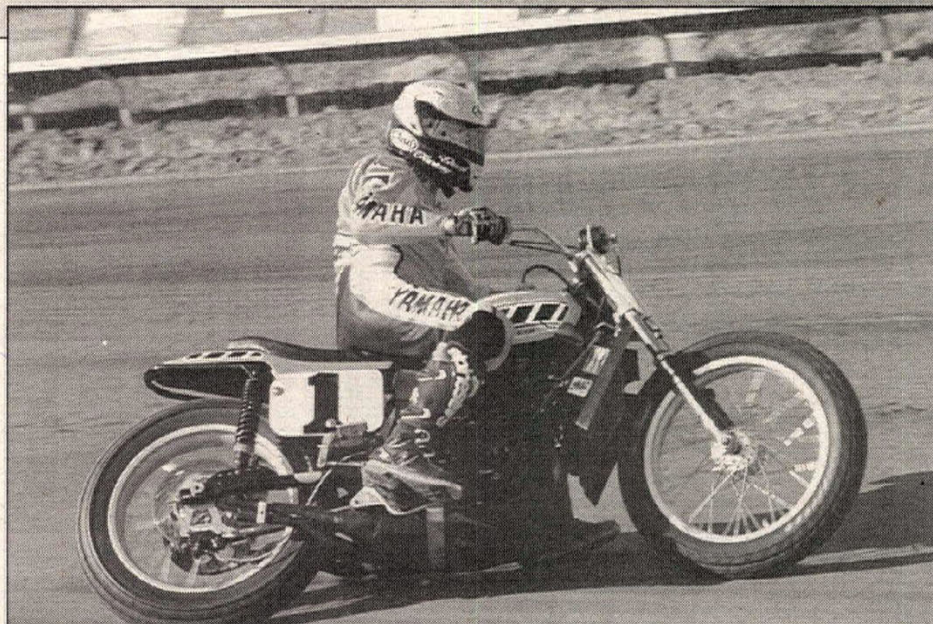
Bigelow struggled home a very creditable sixth.

"I hoped we could fix the shock during the red flag, but we couldn't," Bigelow said. "We got a real bad restart, went from about fifth to about 11th. I got back up to sixth. I had ridden those last couple of laps pretty crazy and was sure glad to see that checkered flag. After we couldn't fix the shock, I really didn't have a positive attitude on the restart. Johnny (Goad) told me that with the shock like that, it would spin off the line, and once I got going to just put the hammer down and hold on. 'When in doubt, just give it the gas' - that's what he tells me. This place was killing us today; it was really hard to see. It was real physical. I'm glad my training all year finally paid off on one of these rough tracks. It's kind of good to have the year end like this. I wanted to end the year on a good note. Hopefully we can keep this momentum until next year and we'll see you in Daytona."

Stanley was also happy with his seventh. "I stayed with the top guys, then got another position back on the single-file restart," Stanley said. "Seventh is the best mile finish I've ever had, and it's the second-best 750 finish we've had this year. I'd say we ended the season on a real good, positive note."

Steve Morehead settled for 11th after also suffering with vision problems.

"At the start of the race, as soon as we hit the back stretch, the lights would go out from the spray," Morehead said. "You just couldn't see to race; you couldn't do anything if you were behind. Once you did finally work your way to turn three, then the sun came into effect. Everybody knew that com-



(Left) The king and the thing: Kenny Roberts took a spin aboard one of his ex-Yamaha factory TZ two-strokes at Del Mar. Though he looked spectacular in the turns, Roberts' joyride was halted by unspecified mechanical gremlins. (Below left to right) Carr, Parker and Roeder pose for the final podium photo of the 1998 season.

ing into this place, so the intent is to get on the front row, get a good start and get going. I'd drop back to where I could see and then here we'd come again, but it's not my cup of tea - when I can't see, I can't race. I don't blame Will a bit (for pulling off); that's a future champion, because he realizes that."

"We ended up twelfth," Schnabel said afterward. "I thought we could maybe pick up a few positions on the restart, but I ended up losing a couple instead. Other than that, it felt pretty good. I had a good line through three and four, then all of a sudden a hole formed there and I couldn't stay out of it. That hurt me a little bit. I was just happy to make the main; at least now I can go home on a happy note instead of missing all three mains out here. Now we can look forward to next year. I was struggling early on, but by the semi we got it figured out. I was able to ride where I wanted to. Bill (Powell) got the bike working real good. It was working in the final, too. I just started finding more holes than I wanted. We had a good year; we had fun. I was real glad to be working with Bill and Carolyn, and I can't wait until next year." CN

Del Mar Fairgrounds Del Mar, California Results: October 11, 1998 (Round 19 of 19)

HEAT 1 (8 laps; 9 riders, top 3 transfer): 1. Chris Carr (H-D); 2. Jay Springsteen (H-D); 3. Steve Morehead (H-D); 4. Ken Coolbeth Jr. (H-D); 5. Mike Hale (H-D); 6. Jaime Aguilar (H-D); 7. Michelle Disalvo (H-D); 8. Paul Morgan III (H-D); 9. Johnny Murphree (H-D).
Time: 5 min., 22.814 sec.

HEAT 2 (8 laps; 10 riders, top 3 transfer): 1. Dan Butler (H-D); 2. Nicky Hayden (H-D); 3. Bryan Bigelow (H-D); 4. Will Davis (H-D); 5. Brett Landes (H-D); 6. J.R. Schnabel (H-D); 7. Tommy Hayden (H-D); 8. Marco Morello (H-D); 9. Brian Kromroy (H-D); 10. Dave Camlin (H-D).
Time: 5 min., 20.213 sec.

HEAT 3 (8 laps; 10 riders, top 3 transfer): 1. Kevin Varnes (H-D); 2. Geo Roeder II (H-D); 3. Dan Stanley (H-D); 4. Chris Evans (H-D); 5. Shaun Russell (H-D); 6. Terry Poovey (Hon); 7. Billy Martin (H-D); 8. Paul Bergstrom (H-D); 9. Mike Inderbitzin (H-D); 10. Dale Jenneman (H-D).
Time: 5 min., 26.325 sec.

HEAT 4 (8 laps; 10 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Kevin Atherton (H-D); 3. Rich King (Hon); 4. Joe Kopp (H-D); 5. Gary Rogers (H-D); 6. Willie McCoy (H-D); 7. Joe Eades (H-D); 8. Chance Darling (H-D); 9. Lonny Kopp (H-D); 10. Randy Bereman (Hon).
Time: 5 min., 28.737 sec.

SEMI 1 (6 laps; 9 riders, top 2 transfer): 1. Will Davis (H-D); 2. Shaun Russell (H-D); 3. Willie McCoy (H-D); 4. Tommy Hayden (H-D); 5. Mike Hale (H-D); 6. Paul Bergstrom (H-D); 7. Lonny Kopp (H-D); 8. Paul Morgan III (H-D); 9. Dave Camlin (H-D).
Time: 4 min., 05.181 sec.

SEMI 2 (6 laps; 9 riders, top 2 transfer): 1. Gary Rogers (H-D); 2. Ken Coolbeth Jr. (H-D); 3. Terry Poovey (Hon); 4. Dale Jenneman (H-D); 5. Marco Morello (H-D); 6. Chance Darling (H-D); 7. Mike Inderbitzin (H-D); 8. Michelle Disalvo (H-D); 9. Brett Landes (H-D).
Time: 4 min., 07.851 sec.

SEMI 3 (6 laps; 9 riders, top 2 transfer): 1. Joe Kopp (H-D); 2. J.R. Schnabel (H-D); 3. Chris Evans (H-D); 4. Billy Martin (H-D); 5. Brian Kromroy (H-D); 6. Jaime

Aguilar (H-D); 7. Joe Eades (H-D); 8. Johnny Murphree (H-D); 9. Randy Bereman (Hon).
Time: 4 min., 08.101 sec.

GRAND NATIONAL (20 laps; 18 riders): 1. Scott Parker (H-D); 2. Chris Carr (H-D); 3. Geo Roeder II (H-D); 4. Kevin Varnes (H-D); 5. Rich King (Hon); 6. Bryan Bigelow (H-D); 7. Dan Stanley (H-D); 8. Nicky Hayden (H-D); 9. Joe Kopp (H-D); 10. Jay Springsteen (H-D); 11. Steve Morehead (H-D); 12. J.R. Schnabel (H-D); 13. Ken Coolbeth Jr. (H-D); 14. Gary Rogers (H-D); 15. Dan Butler (H-D); 16. Shaun Russell (H-D); 17. Kevin Atherton (H-D); 18. Will Davis (H-D).
Time: None, due to red flag.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 19 of 19 rounds): 1. Scott Parker (296/7 wins); 2. Chris Carr (294/3); 3. Rich King (282/2); 4. Will Davis (260/4); 5. Steve Morehead (182/1); 6. Kevin Varnes (164); 7. Joe Kopp (161); 8. Jay Springsteen (154); 9. Bryan Bigelow (140); 10. Dan Butler (129); 11. Ken Coolbeth Jr. (112); 12. Geo Roeder II (109/1); 13. Dan Stanley (102); 14. Nicky Hayden (97); 15. Mike Hacker (87); 16. Brett Landes (77); 17. J.R. Schnabel (66); 18. Dave Camlin (57); 19. Terry Poovey (56); 20. Paul Morgan III (52).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (7 laps; 17 riders): 1. Jess Roeder; 2. Gary Rogers; 3. Shaun Russell; 4. Nate Wait; 5. Sean Lollar; 6. Billy Martin; 7. A.J. Herrera; 8. Scott Stump; 9. Tim Eades; 10. Chris Fitzhugh; 11. Donald Paul; 12. John Faulkner III; 13. Yuhiko Hirao; 14. Joe Eades; 15. Brian Kromroy; 16. Joe Duvall; 17. Paul Morgan III.
Time: None, due to red flag.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINT STANDINGS (After 13 of 13 rounds): 1. Jess Roeder (210/5 wins); 2. Shaun Russell (178/1); 3. Gary Rogers (166); 4. Scott Stump (142); 5. Brian Kromroy (125); 6. Billy Martin (119); 7. Mike Hacker (99/2); 8. (TIE) Dave Camlin (2)/Willie McCoy (91); 10. Tim Eades (76); 11. John Faulkner III (61); 12. (TIE) Paul Bergstrom/Tom McGrane Jr. (59); 14. Ryan Brown (56); 15. Al Eadie (54); 16. Yuhiko Hirao (53); 17. Paul Morgan III (50); 18. James Hart (45); 19. Joe Eades (40/1); 20. Geramy Rackley (38).



Briefly...

Scott Parker's win was, of course, **record-setting**. "The fact that I won my fifth title in a row, to break Resweber's record, is really important to me," Parker said. "Obviously, winning nine Grand National Championships is great, but if I never win another, I'm grateful for what I have won. As for my plans for next year, I'm coming back next year, but I think I'll be done after next year. I still have some goals. Ricky Graham's record for most wins (12) in a year and consecutive wins (6) are really tough, but it's a goal to shoot at."

Parker's Michigan neighbor **Jay Springsteen** had some advice for him. "Right before the race, I told Scotty that he had eight Grand National titles, and you know nine is a good number. So he went out and he did it! He's taking that number-one plate back to Michigan again. That's great. I'm happy for him," Springer said, and then talked about his own solid season. "We had a really good year - only one major engine failure all year, just little problems here and there. Jim (Kelly) has got a dyno at the shop now, and he's able to tinker with the engines and test them. I try to run about five races on an engine, then pull it out and send it to Jim. He's able to run them on the dyno and make some changes. By the time I get the engines, they're already run in and a lot more

reliable, instead of just building a fresh engine and taking off." The race was the end of an era, as Corbin Racing's **Rich King** will park the Hondas for 1999. "All in all, we had a good year, and I'm excited about next year," King said. "We have a new contract with Corbin and will be building new equipment, so I'm really pumped. This was my last ride on a Honda. I enjoyed the Honda, and if it wasn't for the parts deal, I wouldn't be going anywhere. I was really happy with the deal I had. I had great sponsors, Craig Rogers as team manager - it all worked really good, and we had a great time. It's sad it had to come to an end, but the Honda deal is over, and the only thing left is a Harley."

As good as Parker's day was, it was still tempered by **track conditions**. "The track was obviously bad again," Parker said. "That's what is really sad about the whole deal. To come to the race that decides the Grand National Championship and have to race like that... I'd much rather ride a track like Sacramento, where you could say it was a race. This was a hole-jumping contest. Chris likes to race, and I like to race, but this wasn't racing; it's not what we do week in and week out."

Kevin Atherton made his much-anticipated return on a USC Racing Harley. "I had a good time, but it's really nothing new," Atherton said. "I didn't really miss this. I have fun riding my street bike or my motocrosser. The big thing was, if I didn't make this race, I would have lost my National number. Johnny's bikes were set up a little different than what I've always ridden, so it took a lit-

tle time to settle in. I didn't want to go out there right away and run it in there up by the hay bales and catch a rut and do something stupid, so we started in running down on the bottom. (and) as the day went along I felt a lot more comfortable on it. It's been my whole life for the last couple of years. I've had to visit the orthopedics too many times. My body needed a break. The last two seasons, I really haven't had fun. I've been doing this because there were a lot of people behind me. I'm not saying they expect things, but it's a team and you all have to give it your hundred percent. I don't know how much I want to be on motorcycles. There's certain tracks that I like to ride. I'm going to see how things go this winter and weigh my options, but I'd really like to be in something with a roll cage."

The rough track collected four riders who had to be transported to local hospitals. **Paul Morgan III, Johnny Murphree, Joe Eades** and **Dan Butler** all were transported. "We broke the wrist in two spots," Morgan said of his injury. "When I get home, I've got to go to a specialist and see how bad it is. The doctors here said there is a nerve in there, and if I don't get it fixed right, it might hurt me the rest of my life. They may have to pin it and cast it for about three months. Now I just need to go get some (pharmaceuticals) and make the trip home." Eades was also released after having been treated for a mild concussion. Butler went in for observation. Murphree was awaiting surgery on both his jaw and ankle.



OFF-ROAD
BEST IN THE DESERT
SILVER STATE SERIES

Round 4: Las Vegas to Reno

Orange crush

By Anne Van Beveren
Photos by Tom Van Beveren

RENO, NV, OCT. 2

Nevada racers Nick and Russ Pearson teamed up on a four-stroke KTM to turn this year's off-road dash from Las Vegas to Reno into a family affair. In a closely contested battle that saw the lead swap back and forth between Kawasaki, Yamaha and KTM, and that saw the top three finishes just 10 minutes apart after 527 miles of grueling racing, the Las Vegas-based brothers had their 1999 KTM 640 out in front when it counted and took the checkered flag by just over three minutes.

"We are pretty stoked," said 20-year-old Nick Pearson, who reported a trouble-free ride all the way. "This is the first Best in the Desert race we've ever overalled, and it feels really good. We've been racing professionally three years now and it's nice to finally win one."

The family affair continued when 15-year-old David Pearson, a cousin of the Open Pro winners, brought the KTM 250 he shared with Bryan Folks across the finish line in seventh overall to take the win in the 250cc Pro division.

More than 100 motorcycle teams got up early for the third annual running of the Vegas-to-Reno event. To put the motorcycles well ahead of the truck and car racers, the first bike was scheduled to start at 6:15 a.m., and most of the racers had to factor in a 60-mile drive east from event headquarters at the Sahara Hotel on the Las Vegas Strip to the starting line in the town of Pahrump.

The Kawasaki KX500 duo of Paul Krause and Dave Hamel had drawn the coveted number-one spot on the one-bike-every-30-seconds starting grid, but it was far from full speed ahead as the starting light flashed green.

"I couldn't believe they took off so early," said Nick Pearson, who had drawn a spot at the rear of the Open Pro pack - a good position for keeping an eye on the competition but a distinct disadvantage on a dusty race course. "You couldn't see a thing. Going up the first wash with the dust in the dark, it was really hard to see. I just took it easy and didn't pass anybody in the first valley."

The course headed northeast from Pahrump, passed through pit one at Johnnie and then paralleled Highway 95 up the Amargosa Valley and through Beatty.

The top runners were averaging close to 55 mph as they dashed into pit two, 75 miles into the 527-mile course. The Krause/Hamel Kawasaki was still out in front as it cleared the pit, but the KX500 piloted by Dave Ondas and Destry Abbott was less than a minute behind on adjusted time in second. The Curtis Sparks Yamaha 430 shared by Ty Davis and Donnie Book raced through in third, ahead of the Honda XR628 commanded by Johnny Campbell and Jimmy Lewis; the Pearson KTM cleared pit two in fifth.

"The course was gnarly, with lots of whoops and silt," Campbell said. "I think from the start to, like, pit four was probably the roughest and most torn up we've ever seen it, because it's been raced for a lot of years. Once we got past

The KTM-mounted team of Russ and Nick Pearson gets fueled up en route to victory in the Vegas-to-Reno off-road race - round four of the Best in the Desert Series.



there, about 90 percent of the race was XR territory - fun roads, sliding-the-bike fast stuff - but the start was a bit slower."

The Bryan Folks/David Pearson KTM was leading the 250cc Pro class in eighth overall when it cleared pit two, ahead of Oakley Lehman and Brian Brown's KX250. Tim Staab and Mike Healey brought the first four-stroke in the Over 450cc division through in 11th, just ahead of Over 30 Pro leaders Daryl Folks and John Rudder, on a KTM. Steve Hengeveld and Jeff Capt had struggled through the dust to bring their 365cc Kawasaki up to 21st overall to top the Under 450cc Four-Stroke division.

"It was very dusty off the start," Capt said. "I caught the leader in our class three times; I couldn't have been more than five seconds behind him in the tough, rocky stuff where it really takes some skill, but anybody can go fast on

(Right) David Ondas and Destry Abbott led for the majority of the Vegas-to-Reno event, only to be passed by the Pearsons late in the race.

Still, the Kawasaki-mounted duo held on for second place.

(Below) Paul Krause and Dave Hamel finished fourth overall, some 25 minutes behind the winning duo.



the roads and I'd have to slow down because I couldn't see anymore."

The dusty dash continued as the racers flew north toward pit three but, out on the highway, things came to a screeching halt for their pit crews. Repaving had cut a large section of Highway 95 down to one lane, and the support vehicles were held up for as much as half an hour at a time as flagmen alternated the flow of north- and south-bound traffic through the construction area.

"Abbott ended up riding a lot more miles than we'd planned because I got

stuck in the traffic," said Ondas, who was unable to reach pit three in time for the scheduled rider change. "I was supposed to ride from pit three to pit five and then we were going to keep leapfrogging, but our plans fell apart and we just had to wing it. They warned us about the construction at the rider's meeting, but there wasn't anything we could do except sit and wait."

When it was finally their turn to move north up the single lane, some of the racers were delayed again. Many had to pull over to let an ambulance through, and then wait again at the

scene of a single-car roll-over just before the road into pit three, and pull over yet again to accommodate a lane-and-a-half-wide steel frame that was being trucked south on the highway.

By the time the pit crews caught up, things were starting to change at the front of the pack. The Krause/Hamel Kawasaki was no longer in the lead, having fallen victim to the Ondas/Abbott Kawasaki and the Davis/Book Yamaha.

"The bike was working good and we weren't having any problems," Hamel said. "I just got passed."

With Ondas caught in traffic, Abbott had to stay on the bike all the way to pit five, and traffic also caused the Pearsons to miss their rider change at pit four. Russ Pearson, meanwhile, kept busy while he waited for his brother to catch up by working his way up toward third overall. He was surprised he did not get much opposition from the Campbell/Lewis Honda.

"We didn't go too well today," said Campbell. "I had some overheating problems and there was really nothing we could do about it. The motor just got hot and we lost a lot of power. We basically just dropped back and back all day and were just motoring along, trying to salvage what we could."

Further back in the pack, the Staab/Healey Yamaha was still leading the Over 450cc Four-Stroke and had skyrocketed up through the overall ranks, but things started to sour as it reached the halfway point.

"Everything worked great at first and I was really happy to show that the

Yamaha can run up front with the little motor and everything, but something came loose in the carb," said Staab. "There's some bolt that comes out, and I could only crack half-throttle from about mile 260. We could only get half-throttle for the whole second half of the race."

A three-way battle in the 250cc Pro class was also starting to unravel. The Folks/Pearson KTM 250 was still going strong, but an early crash had reportedly sidelined the Summers half of the James Summers/Shane Esposito Yamaha team, and the Lehman/Brown Kawasaki was losing time to clutch problems.

"The clutch just fell apart about 100 miles into it," said Lehman. "We lost 10 to 15 minutes fixing it, made the time back up, then it went out again. We also had a lot of trouble with our Tech tubes. I guess the high speeds just melted them."

By the end of the race, the team had replaced three clutches, three front wheels and three rear wheels.

As the northerly dash continued toward Goldfield, the racers started to get some respite from the blinding dust.

"It rained two or three days ago on the northern part of the course, and the rain really helped a lot," said Nick Pearson. "There were puddles on the dry lakes and actually a little mud out of Tonopah."

The Pearsons picked off the Krause/Hamel KX500 in Goldfield's pit six to take over third and then set their sights on Book. The KTM was right on Book's heels as he entered pit eight at Mina, 311 miles into the 527-mile dash.

"We got him in the Mina pit when he was changing a tire," said Nick Pearson. "From pit six on, I could see Abbott's dust and Book's dust, and I just rode really hard. By Tonopah, I was one minute behind Book and I slowly caught up until we got them at Mina."

But getting passed by the Pearsons wasn't the worst thing that happened to Book.

"I guess he crashed pretty good in the dust, because it bent the bike all up, and when he got into pit nine, it took a while to get everything fixed up," said Davis, who was waiting impatiently to take over the Yamaha. "He didn't break anything, but the handlebars were

OFF-ROAD BEST IN THE DESERT SILVER STATE SERIES

tweaked, the wheels were tweaked. I was bummed, because I had worked my butt off going through all the dust, taking all the chances, to get us into the lead."

While Davis cooled his heels, Russ Pearson was looking ahead toward the Ondas/Abbott Kawasaki - the only thing that stood between the brothers and their checkered-flag dream.

"I had the lead out of check seven and I put some time on everybody. Then, next thing I know, at check nine, the Pearsons were right there. It was a dog-fight from then on," said Abbott. "Russ and I were really going at it. It was great, but I knew I had to put a minute on them because of the way we started, and I was doing everything I could."



(Above) Although the course did have its fair share of dust, most of the riders enjoyed the layout. The Johnny Campbell/Jimmy Lewis team negotiates some of that dust on its way to finishing fifth.

(Right) Third place went to the Ty Davis/Donnie Book pairing, five minutes behind Ondas and Abbott.



But everything wasn't quite enough, and even a flat rear mouse wasn't about to stop the Pearson charge.

"We were going back and forth, but we finally got him for the last time about 50 or 60 miles before the end, and it was easy from there," said Russ Pearson, who crossed the finish just after 3 p.m., giving the KTM/Acerbis/Smith/Arai/Michelin/Dunlop/K Style-backed, Dave Chase-prepared KTM the overall win, with a total elapsed time of eight hours and 44 minutes for the 527-mile journey.

"The only problem we had all day was that my eye went a little blurry for a while, and Nick rode a couple of extra sections to let my eye rest a little," Russ Pearson said. "But it was fine after that, so I could get back on the bike. The race was kind of a riot on this bike. I'm used to riding the 250s, where you just leave it pinned the whole way. This thing has so much power, it's kind of nice. You can play around with the power, and I had a lot of fun with that. I had a blast out there."

Abbott wasn't quite as thrilled with second, but he reported an equally trouble-free ride.

"The Kawasaki worked awesome; I just wasn't able to win it," said the Kawasaki/Pro Circuit/Acerbis/Dunlop-backed Abbott. "Some of the course was quite neat. There were some sections that were kind of wet, but there were some sections after check 11 when I was following Russ where it was just dust. I wasn't going to let it hang out too

much, and that made the difference. But I'm happy with this finish. It's much better than the last race - I knocked myself out in that one."

Davis brought the Montclair Yamaha/Yamaha Motor Corporation/Curtis Sparks Yamaha 430 he shared with Book across the line five minutes behind Ondas and Abbott to claim third overall and third Open Pro.

"As far as the course goes, it was your typical Vegas-to-Reno," Davis said. "Casey (Folks) did a better job than he has in the past and tried to make it a little bit twistier; but by the three-quarter mark, he just says, 'Let's go to Reno,' and bee-lines it. It gets really high-speed. The bike ran really good and I'm pretty impressed that it stayed with the 500s and 620s."

Davis was just as impressed with the competition.

"It seems like when I rode Kawasakis, everybody kept breaking down, but now nobody breaks down, and there are a lot of people capable of winning," he said. "A few years ago it was just Danny (Hamel) and me - no one was up to that level - but now the Pearsons are riding well, Abbott's doing well. Now that these guys have worked their way up and there's a lot of good competition, it's all in preparation and changing the wheels at the right time. It's good for the sport, but you just can't have screw-ups anymore."

Krause and Hamel completed a smooth and fairly uneventful ride in fourth overall, and Johnny Campbell

and Jimmy Lewis coaxed their overheating American Honda/Acerbis/FMF/Smith/Arai/Pirelli/Sidi/Protaper/Renthal/Honda Oils-backed XR628 home 16 minutes later to claim fifth.

"It's probably lean jetting on the main jet," said Campbell, shaking his head. "I'm probably my own worst enemy. I wanted it to run well at the high altitudes - the course goes up to 8500 feet - and that might be what caused the problems."

Staab and Healey continued their domination of the Over 450cc Four-Stroke division, going all the way to sixth overall, finishing eight minutes ahead of their nearest class rivals, Honda pilots Greg Bringle and Craig Smith.

"I'm so happy to win our class - really, really happy," said IMS/Stroker/Montclair Yamaha/Precision Concepts/Hinson-backed Staab. "The bike ran great, but with the carb problem, it just didn't have the top end. It would probably only do 60 or 70 tops in the second half of the day, and that killed us for a good overall finish. But it's still good. We only decided to race last week and I'm just happy to finish, especially against the great competition."

Seventh overall and first 250cc Pro was claimed by KTM 250 pilots Bryan Folks and David Pearson, who completed the course in nine hours and 37 minutes.

"We didn't have any problems - changed a back tire once and that's about all we did except for changing a filter because it was real dirty," said KTM/Pro Circuit/Vosburg Racing/IMS/Sunco/Acerbis/Moose-backed Pearson. "It was a real fun course - totally awesome."

Steve Hengeveld and Jeff Capt completed a steady run in eighth overall to take the win in the Four-Stroke Under 450cc Pro class after a back-and-forth battle with Yamaha-mounted Aron Huntington and Scott Morris that went almost all the way to the wire.

"I put some time on them, but then I had to stop for traffic at some road crossings near the end," Hengeveld said. "They caught up, and we were both waiting there together side by side."

"We had four minutes on them at one stage, but I think I must've floated

on valves on this thing," Morris reported. "It hasn't been running well for a while. It's down on power."

Darrol Brown and Kevin Brown crossed the line in ninth to top the Over 30 Pro division, squeaking in just eight seconds ahead of racelongs rivals Daryl Folks and John Rudder.

"It was back and forth on time the whole way, but we didn't physically catch them until right here at the end," said Darrol Brown. "It was a good course - very fast but marked well."

Rudder brought the KTM he shared with Daryl Folks home on a rear flat.

"I couldn't pull the gearing with the flat and they gradually caught me at the end," Rudder said. "It was close all day - within a couple of minutes. We've been racing like that with them all year long. It's a lot of fun that way."

Doug Chiapuzio and Matt Murphy topped the Expert racers in 14th overall with a total elapsed time of nine hours and 48 minutes, and Mark Lundgreen and his brother Jeff brought their KX500 home five minutes later to claim second Expert.

"We fought with the Lundgreens all the way," Murphy said. "At the last pit, we were wondering who would get here first. I think I like having a big lead better than racing so close, but this was an awesome race - it's pretty exciting when you're only a few seconds apart."

Las Vegas to Reno Reno, Nevada Results: October 4, 1998

O/A: 1. Nick Pearson/Russ Pearson (Kaw); 2. Dave Ondas/Destry Abbott (Kaw); 3. Ty Davis/Donnie Book (Yam); 4. Paul Krause/Dave Hamel (Kaw); 5. Johnny Campbell/Jimmy Lewis (Hon); 6. Tim Staab/Mike Healey (Yam); 7. Bryan Folks/David Pearson (KTM); 8. Steve Hengeveld/Jeff Capt (Kaw); 9. Darrol Brown/Kevin Brown (Hon); 10. Daryl Folks/John Rudder (KTM); 11. Greg Bringle/Craig Smith (Hon); 12. Aron Huntington/Scott Morris (Yam); 13. Oakley Lehman/Brian Brown (Kaw); 14. Doug Chiapuzio/Matt Murphy (Kaw); 15. Mark Lundgreen/Jeff Lundgreen (Kaw); 16. Larry Roeseler/Matt Freeman (Kaw); 17. Scott Underwood/Craig Sasso/Scott Robertson (Hon); 18. Billy Fulmer/Rick Daniel (Yam); 19. Erik Griffith/Dana Van Stee (Kaw); 25. Jonah Street/Taber Murphy.

OPEN PRO: 1. Nick Pearson/Russ Pearson (Kaw); 2. Dave Ondas/Destry Abbott (Kaw); 3. Ty Davis/Donnie Book (Yam).

125 PRO: 1. Erik Griffith/Dana Van Stee (Kaw).

250 EX: 1. Ben Williams/Matt Roylance/Matt Gosnell (Kaw).

250 PRO: 1. Bryan Folks/David Pearson (KTM); 2. Oakley Lehman/Brian Brown (Kaw); 3. Matt Burroughs/Eron Coyer (Kaw).

4-STRK 450+: 1. Tim Staab/Mike Healey (Yam); 2. Greg Bringle/Craig Smith (Hon); 3. Larry Roeseler/Matt Freeman (Kaw).

4-STRK 0-450: 1. Steve Hengeveld/Jeff Capt (Kaw); 2. Aron Huntington/Scott Morris (Yam); 3. Billy Fulmer/Rick Daniel (Yam).

25+ EX: 1. Cecil Schrader/Ben Moody/John Ruof (Kaw); 2. Bryan Freeman/Chris Fry/Nate Pearson (Yam).

30+ PRO: 1. Darrol Brown/Kevin Brown (Hon); 2. Daryl Folks/John Rudder (KTM).

OPEN EX: 1. Doug Chiapuzio/Matt Murphy (Kaw); 2. Mark Lundgreen/Jeff Lundgreen (Kaw); 3. Scott Underwood/Craig Sasso/Scott Robertson (Hon).

IRON MAN EX: 1. Cory Ayers (Hon).

4-STRK EX: 1. Todd Tarver/John Dieb/Bert Reynolds (Yam).

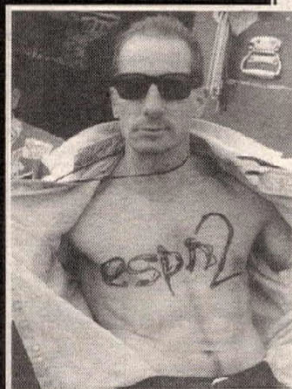


Critical titles are on the line as the racing season gets down to the last few races. Still to be decided is the AMA Superbike title that Doug Chandler and Kawasaki have owned for so long. However, Ben Bostrom and Honda are looking to end the Chandler era and claim the Superbike crown for their own.

Then, there is still all of the best of Motocross, Hill Climbs, Road Racing and Off-Road that is always part of MotoWorld. Plus, the "Silly Season" is in full swing as top Motocross, Off-Road, and Road Racing talent go on the auction block. See who will race for whom on which bikes only on MotoWorld!



The new kings of Motocross have been crowned and never has the sport seen such a diverse pool of talent. Ricky Carmichael was in a class of his own all season as he took his second straight 125cc AMA National Motocross title in as many years. Add to that two straight 125cc Regional Supercross titles and R.C. now boasts four championships in two years. The amazing come-back of Doug Henry is even more incredible now that he has been crowned the AMA 250cc Motocross National Champion. Plus, Jeremy McGrath came back on a new bike with a new team and took the Supercross title back that he had owned for four years and temporarily lost. McGrath broke nearly every record in the books this season. Most of them were his own. Watch the title chase again!



MW2 Rev It Up enters the world of open wheel racing with the Indy Racing League. Top Indy Car drivers compete head to head for the big bucks, while up-and-comers like Jeff Ward race for a chance at the big dollar factory contracts.

Then, MW2 Rev It Up goes from the pavement to the dirt at the SCCA Pro Rally in Prescott, Arizona. Rally cars navigating at high speeds for hundreds of miles with one goal. Victory! It's all on MW2 Rev It Up!

MindSpring FOR INTERNET ACCESS CALL: 800.719.4660

HUNGRY FOR ACTION?

HERE'S THE MENU:

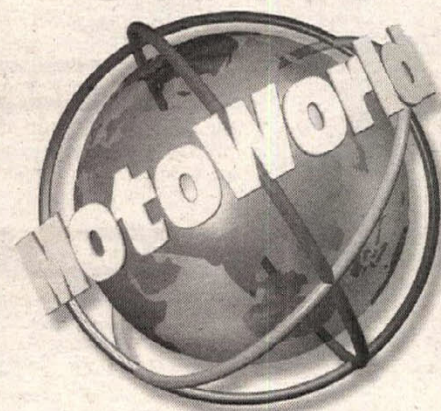
Date	Eastern Time	Description
10/1/98	4:30 AM	MW2 Rev It Up
10/1/98	6:30 PM	MotoWorld
10/2/98	6:30 PM	MW2 Rev It Up
10/4/98	11:00 AM	MotoWorld (R)
10/6/98	4:30 AM	MotoWorld (R)
10/8/98	6:30 PM	MotoWorld
10/11/98	9:00 AM	MotoWorld (R)
10/13/98	4:30 AM	MotoWorld (R)
10/15/98	6:30 PM	MotoWorld
10/16/98	6:30 PM	MW2 Rev It Up
10/17/98	5:00 AM	MotoWorld (R)
10/21/98	3:30 AM	MotoWorld (R)
10/22/98	6:30 PM	MotoWorld
10/24/98	3:00 AM	MotoWorld (R)
10/24/98	5:00 AM	MW2 Rev It Up
10/28/98	3:30 AM	MotoWorld (R)
10/29/98	6:30 PM	MotoWorld
10/30/98	6:30 PM	MW2 Rev It Up
10/31/98	12:00 PM	MotoWorld (R)

espn2

THIS WEEK'S SPECIALS:

AMA
Supercross
series

125cc 250cc AMA
Motocross



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twaysyc@mindspring.com

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Dothan, AL 36301
800/444-4502

ALASKA

Eagle River Yamaha, Inc.
11031 Mausel
Eagle River, AK 99654
907/694-1600

ARIZONA

Town & Country
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Chandler, AZ 85308
602/503-3333 or
www.azmotorsports.com

Metro Motorsports
6161 W. Bell Road
Glendale, AZ 85308
602/843-5000 or
www.azmotorsports.com

Apache Yamaha
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Phoenix, AZ 85019
602/973-5111

Arizona Power Sports
3618 W. Camelback
Scottsdale, AZ 85257
602/970-4800

Desert Motorsports
15001 N. Hayden Rd #103
Scottsdale, AZ 85260
602/443-4567
www.azmotorsports.com

Cochise Motorsports
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Sierra Vista, AZ 85635
520/458-5297

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Cycle & Marine Center
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Pine Bluff, AR 71601
870/536-6500

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Azusa, CA 91702
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Bakersfield, CA 93309
805/834-1101

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10401 Alondra Blvd.
Bellflower, CA 90706
562/925-5097

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Berkeley, CA 94710
510/525-5525

Corona Yamaha
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Corona, CA 91720
909/738-8111

Yamaha of Delano
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Delano, CA 93215
800/339-3841

Motoworld Of El Cajon
660 El Cajon Blvd.
El Cajon, CA 92020
619/442-0941

North County Yamaha
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Escondido, CA 92026
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Fontana, CA 92335
909/823-1338

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209/435-5020

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Goleta, CA 93117
805/967-9898

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Huntington Beach, CA 92648
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LeBard & Underwood Inc.,
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La Habra, CA 90631-7396
714/879-8252

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Laguna Niguel, CA 92677
949/582-0351

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Long Beach, CA 90807
562/427-2779 N. Black

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4082 Lincoln Blvd.
Marina Del Rey, CA 90292
310/306-7906

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Modesto, CA 95354
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800/909-Cycle

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Murrieta, CA 92562
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National City, CA 91950
619/420-2300

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Ontario, CA 91762
877/TY-DAVIS

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Paso Robles, CA 93446
805/237-8913

S&K Yamaha
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Red Bluff, CA 96080
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San Jose, CA 95112
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*With approved credit using the Yamaha credit card. After the promotional period: 16.8% APR on balances up to \$6,000; 12.9% APR on the portion of the balance over \$6,000. \$50 minimum finance charge. Unit must be purchased new from dealer inventory. Ask dealer for details.

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Woodland Hills, CA 91364
818/348-7865

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860/741-2173 or
www.enfieldmotorsports.com

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203/772-1112

Motofixx Corporation
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Norwalk, CT 06851
203/845-8888

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Bear, DE 19701
302/322-4120

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Cocoa, FL 32922
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Riva Yamaha
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Pompano Beach, FL 33064
954/785-4820

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Canton, GA 30114
770/479-3340 or 479-4501

Yamaha of Dalton
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Dalton, GA 30721
706/278-1620

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912/375-3038

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630/971-2602

Woodfield Cycle Center
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Hoffman Estates, IL 60173
847/885-7525

Banzai Motorsports
(Midwest Largest YZ Dealer)
611 N. Milwaukee Avenue
Libertyville, IL 60048
847/362-7110

INDIANA

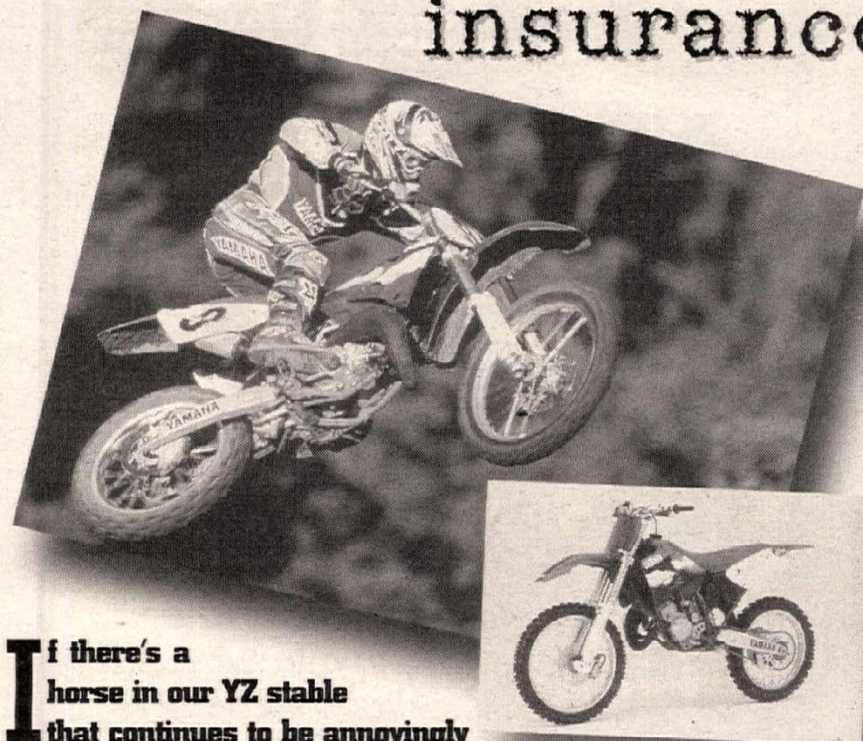
Indy Cycle N' Ski
5025 N Post Road
Indianapolis, IN 46226
317/899-1600

Buck's Powersports
393 E. U.S. Hwy #30
Valparaiso, IN 46383
219/477-4700

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YZ125

Victory insurance



If there's a horse in our YZ stable that continues to be annoyingly (for the competition) bulletproof and flat-out head and bar clamps above its rivals, it's the YZ125™. Hands down. No contest. And if the YZ125's winning status weren't high enough praise, we've now got a pair of hat tricks under our saddle to the tune of three consecutive 125 West Regional Supercross titles and three straight "125 Bike of the Year" awards (MXA Magazine). Call us greedy, but we'd kind of like to make that four in a row. So we put a call into our factory think tank, and let's just say we've raised the bar—again. Intake and exhaust porting have been reshaped and resized, as have the YPVS powervalue seal and carburetor, all with the goal of delivering more mid-range grunt and enhanced high-rpm acceleration. Translation: An even broader powerband with on-tap, usable power across the rev range. And to go with that newfound might are the same chassis upgrades that made their way onto the YZ250: a new, lighter-weight swingarm, revamped fork and shock internals, all-new rear hub, Excel rims and Dunlop 739s. A stronger engine in a lighter, more responsive chassis. Told you we were serious about making that four in a row.

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712/322-9808

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Framingham, MA 01701
508/877-1144

Valley Motorsports, Inc.
216 N. King Street
Northampton, MA 01060
413/584-7303

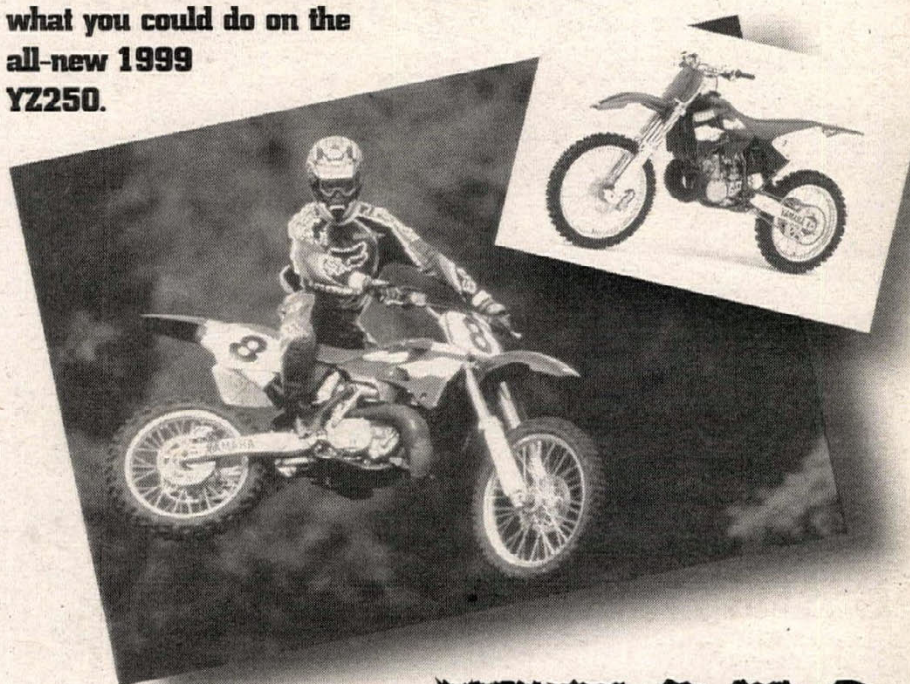
Cycle Design
Route 2A
Phillipston, MA 01331
978/249-2244

Baer's Cycle Sales Inc.
11 Harvey Street
Springfield, MA 01119
413/783-2528

MICHIGAN

Powers Motor Sports
Fremont, MI 49412
616/924-1924

We were ecstatic when Jeremy McGrath won the '98 Supercross championship aboard his YZ250, so we got to thinking: We need to make a statement. And here it is: the newest, most-advanced, sharpest-edged YZ250™ to ever brandish the Yamaha name. We've retooled the engine from crankshaft to cylinder head, increasing the stroke to boost low- and mid-range power for instant, corner-exiting rip. We've also adopted a solenoid-activated Power Jet carburetor for quicker acceleration and a new three-valve Yamaha Power Valve System (YPVS) that puts the snap back into crackling-quick throttle response. And we've made sure that power gets to the ground effortlessly through a smoother, stronger clutch and new, more precise three-bar shifting assembly. Add to that a lighter, stronger swingarm, revamped fork and shock internals, a new rear hub, Excel rims, new Dunlop 739s and a slew of other refinements, and you'll begin to see how serious our intentions are for the new year. And to think that Supercross won the SX title on our, well, "old-generation" bike. Scary to imagine what you could do on the all-new 1999 YZ250.



YZ250

All new.

All business.

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MISSOURI

Surdyke Yamaha Super Store
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Festus, MO 63028
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314/931-9166

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800/773-2544

Surdyke Yamaha
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Osage Beach, MO 65065
573/348-6575

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Desert Only Yamaha
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702/565-5254

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Hudson, NH 03051
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Egg Harbor Twp., NJ 08234
609/645-8181

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Metuchen, NJ 08840
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Yamaha Sport Center
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Pompton Plains, NJ 07440
973/831-1930

Yamaha Of Ramsey
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Ramsey, NJ 07446
201/825-3333

Sussex Motorsports
446 Route #23, P.O. Box 385
Sussex, NJ 07461
973/875-3640

Slegers Cycles
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Wharton, NJ 07885
973/366-2525

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505/884-3013

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Long Island Yamaha
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Port Jefferson Station, NY 11776
516/588-3399

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Fax 405/224-8047

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Montgomeryville, PA 18936
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Bohn Cycle
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281/890-2020

Cycle Shack
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Stafford, TX 77477
281/530-9337
800/32-cycle

UTAH

South Valley Motorsports
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801/576-1899

Plaza Cycle
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Salt Lake City, UT 84119
801/972-8725
800/388-4543

VERMONT

Dirt Works Cycles
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802/447-8606

VIRGINIA

Fredericksburg Motor Sports
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Fredericksburg, VA 22405
540/899-9100

Cycle Sport Springfield
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Springfield, VA 22150
703/451-9330

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360/479-6943

Longview Motorsports
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Longview, WA 98632
360/636-1220

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Madison, WI 53713
608/274-2366

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Port Washington, WI 53074
414/284-5995
800/543-7014

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307/382-3417

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YZ400F

Four strokes.
One mission.

YAMAHA



It started when Doug Henry delivered a crushing blow to the SX world two years ago by spanking the entire field aboard his factory YZM400 four-stroke at the '97 Supercross finale in Las Vegas. We couldn't have wished for a better showcase for the dominating, state-of-the-art technology found on what's now our production YZ400F™—a bike that pretty much swept 1998 Bike of the Year honors. With its ultra short-stroke, 5-valve, torque-packed powerplant, "works-style" KYB suspension and race-bred YZ chassis, there's simply no bike like it. Cycle News called it "one of the most exhilarating production race bikes on the planet," while Dirt Bike Magazine hailed Yamaha as having "raised motocross to a new level...in one fell swoop," dubbing the four-stroke "definitely the Bike of the Year, maybe the decade." Well, that hard-hitting, all-world package has just become even more potent, as the '99 YZ400F gets a newly redesigned, lightweight swingarm with an upgraded shock linkage ratio; lighter, stronger rear hub and Excel rims; new Dunlop 739s; and a larger rear brake disc. The good news? Enhanced handling and finer-tuned overall performance to make the "world's greatest four-stroke" that much more unstoppable.

This is where the YZ experience begins. And the moment you swing your leg over a YZ80™, you become part of a storied history. With a legacy lined with victories much like its legendary bigger YZ brethren, the YZ80 has made a habit of dominating pretty much everything that has anything to do with the mini class. And, of course, experts have been quick to chime in with their own praise, most recently crowning it the 1998 "80 of the Year" and "80cc Motocross Shootout" winner. Can't really say we're surprised, though. After all, from its torquey liquid-cooled 83cc single and smooth-shifting six-speed gearbox to its race-bred frame, ultra-strong brakes and fully adjustable suspension, the YZ80 is the mini-racer of choice for those serious about winning. And if you're going to kick off your career aboard a YZ80, you better be prepared to start doing that a lot.



YZ80

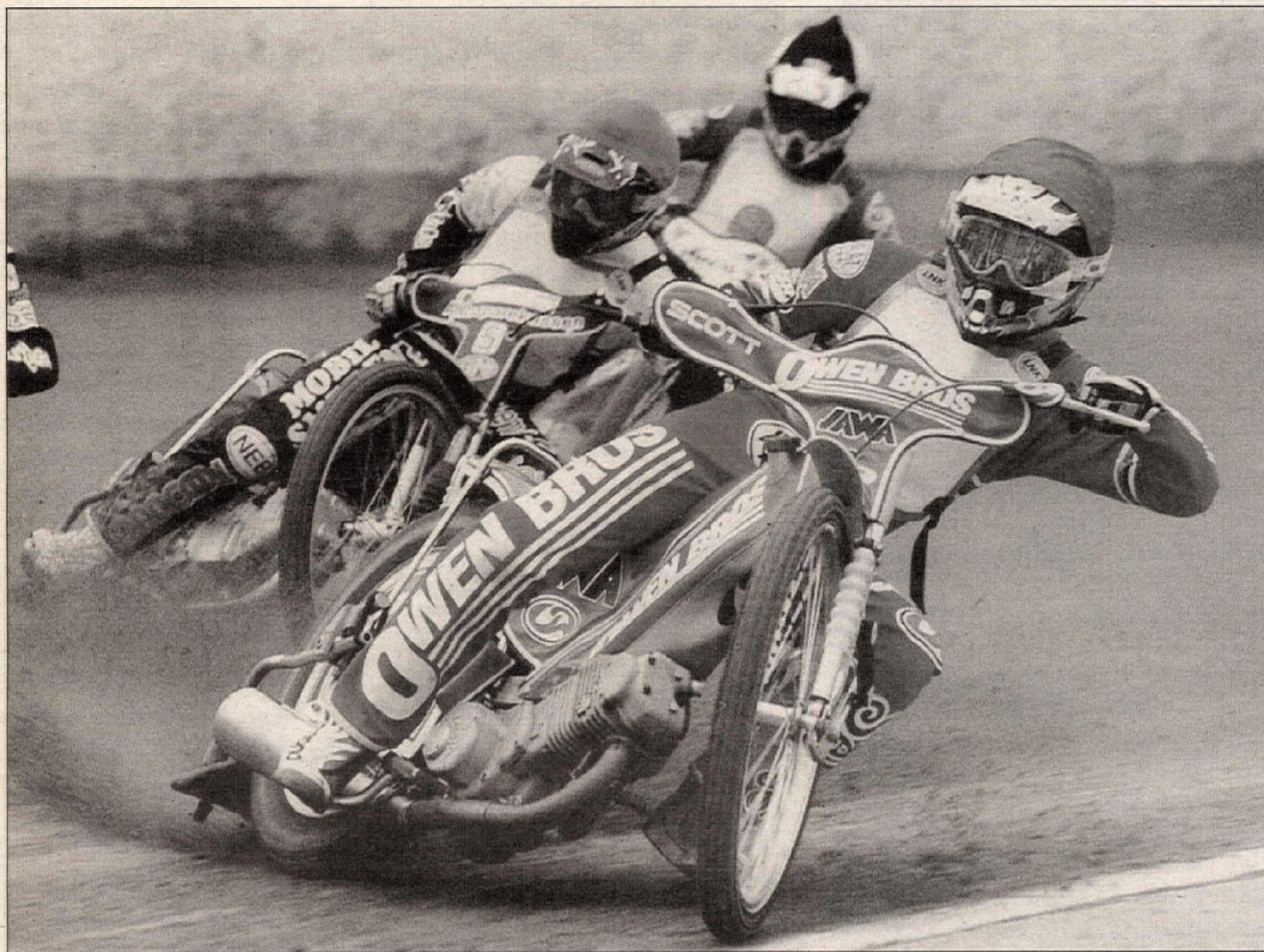
Maximum mini.

There are few joys in life equal to the free-spirited thrill and experience of motorcycling. And that's why it's important for all of us to do our part as responsible riders. By following logical common-sense rules, we can maintain season after season of unparalleled enjoyment of our sport. Always remember to review your Yamaha motorcycle Owner's manual and Tips Booklet before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. And always be sure your bike is in first-class condition before riding. Never ride a YZ on paved surfaces or public roads; never carry passengers; never engage in stunt riding and avoid excessive speed. Every motorcycle rider should be aware of the limits of his or her skills, experience and abilities and ride accordingly. Beginners should be extremely cautious and allow extra time and distance for maneuvering and braking. All riders should ride within the limits of their abilities, never beyond them. Do not drink and ride. It is illegal and dangerous. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-446-9227. The riders used during photography of this brochure are highly skilled, very talented professional racers. All of the action was shot on a closed course, and is not intended to be duplicated in any way. Specifications subject to change without notice. YZs come with a 30-Day Limited Factory Warranty. Limited warranty does not apply to units for racing. See your dealer for details.



SPEEDWAY
GRAND PRIX CHALLENGE

Adams' ecstasy, Ermolenko's agony



cinating battle on the track. The eight qualifiers who can now look forward to next year's six Grand Prix meetings are Adams, Brian Andersen, Henka Gustafsson, Andy Smith, Stefan Danno, Mikael Karlsson, Screen and Jorgensen.

Dane Nikki Pedersen, who has raced in the British League's lower tier all year, made an impressive start with a fast gate in heat one to outpace Craig Boyce and Gary Havelock. Pedersen was well-equipped on fast machinery and his superb style was perfect for the big Pardubice track, and he flew down the straights with his head down.

Mikael Karlsson, the younger brother of Peter who has already made it into next year's series after his runner-up position in the Intercontinental Final, started his action in heat two and had to settle for second place, behind Polish talent Piotr Protasiewicz.

Former World Under 21 Champion Jesper B. Jensen has struggled in this year's Grand Prix series, and many people thought he was in Pardubice simply to make up the numbers. But this was clearly not the case, as he made a dream start in heat three that put him through to heat seven, in which he was to meet his Wolverhampton colleague Ermolenko, because Ermolenko had finished second behind Sebastian Ulamek in heat four as he struggled to keep up with the Pole.

The first elimination race was in heat five, and it was an early exit for Dane Ronni Pedersen and Hungary's Robert Nagy, who was just pleased to be in the event after cheating death following a

By John Hipkiss

PARDUBICE, CZECH REPUBLIC, OCT. 3

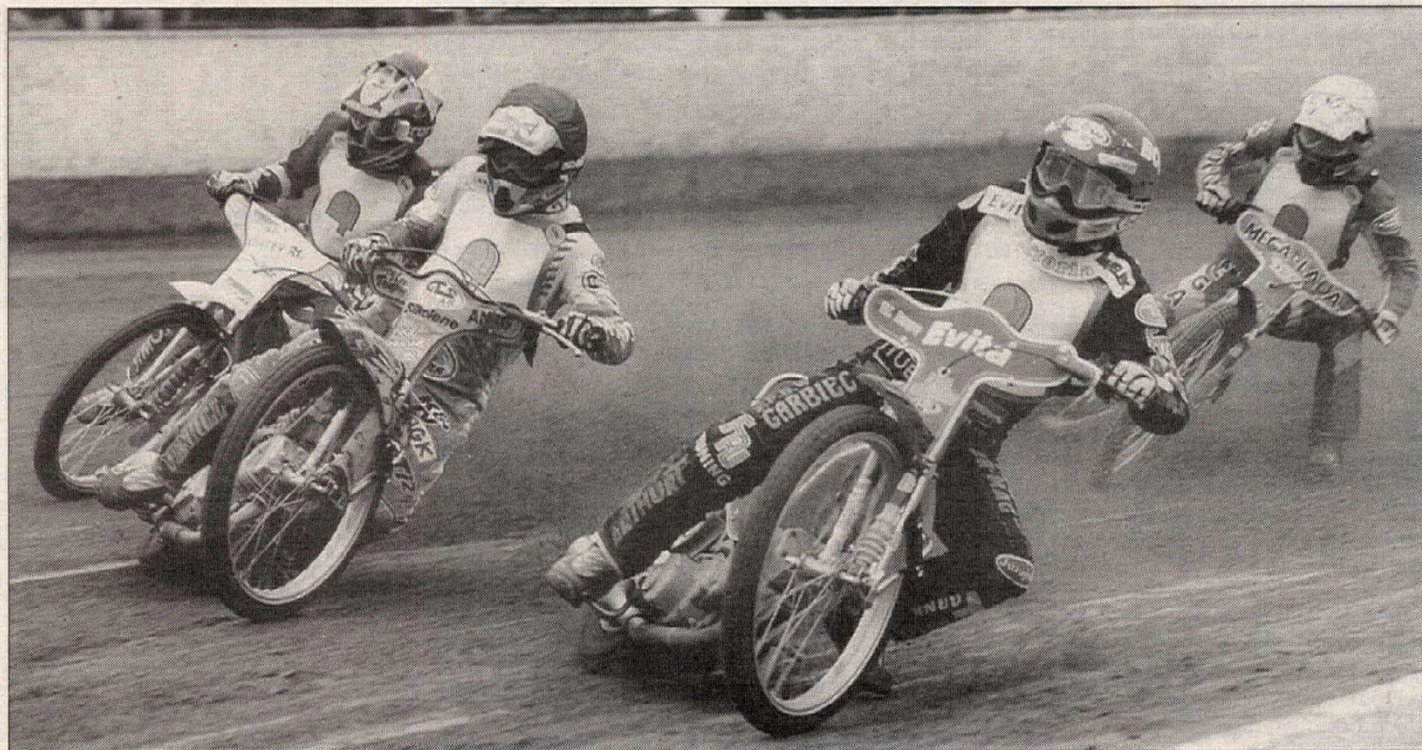
Australian ace Leigh Adams roared to victory in a hard-fought Grand Prix Challenge meeting to head the qualifiers for next year's World Championship Series. But there was heartbreak for American "Sudden" Sam Ermolenko, who missed out at the final hurdle, and his chances of being a Grand Prix regular again look limited.

The Californian, who won the World Championship in 1993, was a casualty in heat 20 despite his chasing hard after John Jorgensen and Joe Screen, who both made it through.

It was a tense atmosphere in the pits, as the meeting was raced under the controversial new Grand Prix format, with riders facing elimination in a high-pressure situation.

When Ermolenko went to the line in heat 20, he knew that third or fourth place wouldn't be enough and would mean that his dreams would be shattered - that's how much pressure he was feeling.

More than 10,000 fans packed into the Pardubice Stadium on a cold afternoon, but they were warmed by the fas-



(Top) Australian Leigh Adams leads John Jorgensen and Brian Anderson en route to one of his victories in the Grand Prix Challenge, held in the Czech Republic.

(Above) Robert Nagy, Sam Ermolenko and Sebastian Ulamek do battle in heat four. The win went to Ulamek, with Ermolenko taking second.

British League crash in 1996.

Slawomir Drabik and Roman Povazhny were beaten badly in heat six as John Jorgensen and Piotr Swist pulled well clear to extend their interest in the event - and at this stage, everything seemed to be going according to plan with no major shocks.

But the signs were bleak for Ermolenko as he trailed in last in heat seven, with Nikki Pedersen again looking impressive - thankfully for Ermolenko, it was not an elimination race, but he was staring defeat in the face as he looked ahead to the prospect of heat 10.

Joe Screen, whom many people believe has the ability to become World Champion if only he could reproduce his British League form on a consistent basis, secured his first win as he eased home ahead of Ulemek in heat eight.

Jensen won his second race of the day in heat nine to make surprising progress at the expense of Boyce and Tihanyi, with Boyce being the first casualty.

By this point, it was obvious that passing was difficult on the big, flat Pardubice circuit, and as Ermolenko lined up for his moment of truth in heat 10, he knew a fast start was crucial. But he pulled off an inspirational ride to prove the doubters wrong, making a poor start but picking his moment superbly to get the better of Protasiewicz. But he knew he still had to make another pass and he did so by going wide into the dirt and brushing aside Havelock in a thrilling finish that alone was worth the price of admission.

Former Danish Grand Prix winner Mark Loram joined the action in heat 11, and he looked like a class act as he pulled off a stunning pass on Zoltan Adorjan despite coming under pressure from Nikki Pedersen.

Heat 12 saw Leigh Adams fire a warning shot to his rivals with a brilliant ride to comfortably beat Brian Andersen - but at this stage there were no eliminations.

Danno and Jorgensen looked stylish winning heats 13 and 14 before the next elimination race, when the pressure was really mounting for riders who had come so far and yet faced heart-break.

In heat 15, it looked as though Ermolenko's efforts in heat 10 had been in vain, as he was struggling in third place for three laps, but he timed his moment to perfection once again with a brilliant pass on Italian Armando Castagna to keep his Grand Prix dream alive. That means the riders who missed out were Castagna and Swist, and they were joined in the showers by Ulemek and Jensen as Screen and Smith went through in heat 16.

The first two riders to qualify for next year's series were Stefan Danno and Mikael Karlsson, who finished in the first two in heat 17, leaving Henka Gustafsson and Mark Loram to face an elimination race.

They were joined by Adams and Andersen, who could relax in their final races, leaving Jorgensen and Adorjan to do the work.

Nikki Pedersen and Adorjan were casualties of a disappointing heat 19, which saw Gustafsson and Smith make it through to the final event.

Heat 20 was the crucial race, in which Ermolenko went out of the championship, finishing third despite working hard to make up ground on Jorgensen and Screen.

"I've done it before, but I can tell you this means a lot to me because the



(Above) Leigh Adams was naturally pleased to have won the Challenge, and he's put himself in position to challenge for next year's World Championship. (Above right) Sam Ermolenko suffered disappointment in the Czech Republic. The Californian didn't post enough good finishes to qualify for next year's Grand Prix Series.

(Right) Joe Screen thrilled the crowd with his wheelies at Pardubice Stadium.



Grand Prix is the biggest event in the world, and there was no way I was going to miss out on it," Adams said. "It was really cutthroat out there, and I knew I had to make the starts because passing was so hard - I guess you have to feel sorry for some of the guys who rely more on their passing ability. I'm not worried about the Grand Prix for next year - I know I can learn and maybe be in contention, because it's been disappointing for me so far."

It was a brave effort by Ermolenko and his performance deserved more reward, as he was the most entertaining rider at the show.

"It was hard for me after working so hard in my races, and I guess I ran out of steam towards the end, but I feel pretty proud of my efforts," Ermolenko said. "Meetings like this are all about pressure, and I knew I could handle that - it's just a shame that one race and one third place has cost me a place in next year's series."

Henka Gustafsson qualified for the final with an impressive ride in heat 21, fighting off the brave challenge of Brian Andersen, who made it a hat trick of second places to join the Swede in the final.

"I still want to be World Champion," Gustafsson said. "I've been talking about it for a few years now and I knew I had to respond to the pressure today."

Danno and Screen trailed in at the back, but at this stage it meant little as they were already through to next year's event.

Adams was already celebrating qualification from this event for the fourth time in as many years when he roared to victory in heat 22, with Andy Smith again looking impressive. He went on to complete four perfect wins by making the gate in the final, with passing again almost impossible as the track had become slick.

The Aussie got the drop in the first

turn of the final, ahead of Andersen, with Gustafsson and Smith battling it out in the minor placings.

"I've had a difficult season with injuries and at one stage I thought my shoulder would end my season early, so this is a special moment for me," Andersen said. "I knew it would be hard work, but I also knew I could beat all the guys in the competition, and I just got my head down and tried to ride sensibly."

The format was interesting in the qualifying stages - but the event was all but over by the end of heat 20. **CN**

Pardubice Stadium
Pardubice, Czech Republic
Results: October 3, 1998

HEAT 1: 1. N. Pedersen; 2. Boyce; 3. Havelock; 4. Swist.
HEAT 2: 1. Protasiewicz; 2. Karlsson; 3. Jorgensen; 4. Tihanyi.
HEAT 3: 1. Jensen; 2. Screen; 3. R. Pedersen; 4. Drabik.
HEAT 4: 1. Ulemek; 2. Ermolenko; 3. Povazhny; 4. Nagy.
HEAT 5: 1. Tihanyi; 2. Havelock; 3. R. Pedersen; 4. Nagy.

HEAT 6: 1. Jorgensen; 2. Swist; 3. Drabik; 4. Povazhny.
HEAT 7: 1. N. Pedersen; 2. Karlsson; 3. Jensen; 4. Ermolenko.
HEAT 8: 1. Screen; 2. Ulemek; 3. Protasiewicz; 4. Boyce.
HEAT 9: 1. Jensen; 2. Swist; 3. Boyce; 4. Tihanyi.
HEAT 10: 1. Jorgensen; 2. Ermolenko; 3. Havelock; 4. Protasiewicz.
HEAT 11: 1. Loram; 2. Adorjan; 3. N. Pedersen; 4. Ulemek.
HEAT 12: 1. Adams; 2. Karlsson; 3. Screen; 4. Castagna.
HEAT 13: 1. Danno; 2. Andersen; 3. Ermolenko; 4. Jensen.
HEAT 14: 1. Jorgensen; 2. Gustafsson; 3. Smith; 4. Swist.
HEAT 15: 1. N. Pedersen; 2. Ermolenko; 3. Castagna; 4. Swist.
HEAT 16: 1. Screen; 2. Smith; 3. Ulemek; 4. Jensen.
HEAT 17: 1. Danno; 2. Karlsson; 3. Gustafsson; 4. Loram.
HEAT 18: 1. Adams; 2. Andersen; 3. Jorgensen; 4. Adorjan.
HEAT 19: 1. Gustafsson; 2. Smith; 3. N. Pedersen; 4. Adorjan.
HEAT 20: 1. Jorgensen; 2. Screen; 3. Ermolenko; 4. Loram.
SEMI 1: 1. Gustafsson; 2. Andersen; 3. Danno; 4. Screen.
SEMI 2: 1. Adams; 2. Smith; 3. Karlsson; 4. Jorgensen.
CONSI: 1. Danno; 2. Karlsson; 3. Screen; 4. Jorgensen.
FINAL: 1. Adams; 2. Andersen; 3. Gustafsson; 4. Smith.



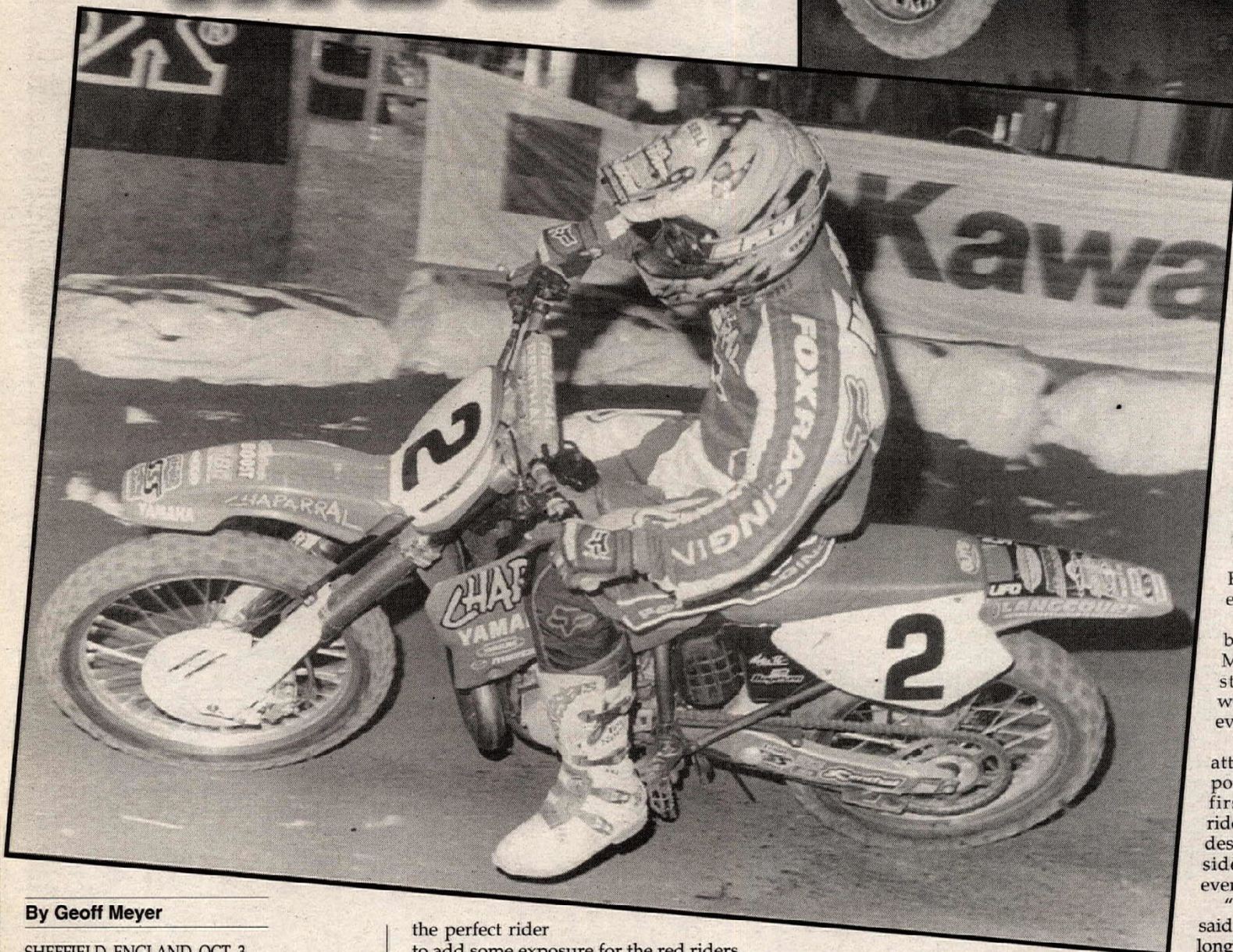
SUPERCROSS
SHEFFIELD SUPERCROSS

When legends meet



(Above) Four-time World Champion Stefan Everts has never claimed to be a top-notch supercross racer, but he was able to finish second in the main behind McGrath.

(Left) Jeremy McGrath made up for last year's loss in the Sheffield Supercross by dominating this year's race. McGrath won both his heat race and the final.



"He (McGrath) is a great supercross rider," Everts said. "I don't expect to race with him, but I can get a podium. If I finish top-three, then I am happy with that."

McGrath, though, wasn't taking Everts or his comments for granted.

"He's a great rider - whether it be in motocross or Supercross," McGrath said. "If he lines up at the start, I'll be looking over to see where he is - he gets my respect every time."

With a sellout crowd of 20,000 in attendance, Everts' evening started poorly with two crashes during the first practice session. The Honda rider looked very smooth, however - despite the crashes - especially considering it was his first supercross event in two years.

"It didn't start too good," Everts said. "I did one of the jumps a little too long and ran into the berm in the next corner. Then I fell in the whooped section, but by the end of the session I felt good, though."

The first heat of the night brought together McGrath, McCormick, Herring and New Zealand veteran Darryll Atkins. McGrath bounded out of the gate and rocketed to the win in the heat, his rivals having absolutely no answer to his dominance. It seemed he'd have to look for Everts for some competition. Second place went to McCormick, with Herring third, Atkins fourth and Ben Taylor fifth.

By Geoff Meyer

SHEFFIELD, ENGLAND, OCT. 3

The small town of Sheffield in England is the last place you would expect two legends of motorcycle racing to do battle. But that's just what happened when the world's greatest supercross racer - Jeremy McGrath - lined up against Stefan Everts, a rider many consider to be the greatest motocross racer of all time.

Everts was a late introduction into the Sheffield program after Ezra Lusk pulled out with an injured arm. With Honda backing the event, Everts was

the perfect rider to add some exposure for the red riders.

"Dave (Grant - his manager) asked me if I wanted to race Sheffield early in the week," Everts said. "At first, I said no - then I thought about it and said, 'Okay, get me a good deal.'"

Grant had his reasons for wanting Everts in Sheffield.

"I wanted him here to race (Jeremy) McGrath," Grant said. "These two are the best around, and for Stefan and Jeremy to be here in the same night is good for the sport - it's not even about who wins."

Also in Sheffield were other Honda-mounted riders: Mike Brown, Jason McCormick and England's Motocross des Nations team rider Rob Herring. Another of the English des Nations riders, Carl Nunn, was also in attendance, along with former World Supercross Champion Guy Cooper.

It's no secret that Everts doesn't claim to be a supercross rider, and the Belgian also wasn't afraid to admit that he expected to get a beating by McGrath.

"I've been keeping fit while I've been away," McGrath said. "I crashed in the Fast-Cross in Italy a few weeks ago and didn't get the result I wanted. I want to win going into next week's Las Vegas Supercross, for sure."

Heat two saw Everts encounter trouble early as he trailed the pack going into the first corner. But it didn't take long for the four-time World Champion to hook on to the back wheel of early leader Mike Brown.

"I knew Stefan was there," Brown said. "He was making ground quickly, but I felt good with my lead - no real pressure."

Everts wasn't about to crash for a third time, and he cruised to a solid second-place finish. Brown took the win, with British Grand Prix rider John Barfoot third. Darcy Lange and James Painton finished fourth and fifth, respectively.

Everts felt good about his chances in the final.

"I still don't think I can beat McGrath," he said, "but Brown and McCormick - I have a chance to race with those guys. We will see."

With a long break before the action resumed, Everts and McGrath headed into the crowd, giving away T-shirts, hats and just about anything else they could find. The British crowd responded well to the two legends.

When the two riders crossed paths during the intermission, they didn't appear to look at each other - possibly the start of some mind games prior to the final.

"We are friends," Everts said. "I like Jeremy. He is a great rider. I don't need to get angry with him, and I respect him very much."

McGrath was also complimentary of his rival.

"He will be racing just the same as every race he does - he's going to be competitive," McGrath said. "But I like him and there is not bitterness between us."

As the riders made their way to the start gate for the 125cc final, Everts and McGrath sat waiting for their moment; still, they kept a distance, although the two had spent a portion of the evening eating together.

Cooper, making one of his many supercross appearances of late, swept to the front of the 125cc final with several laps remaining in the race - keeping a much younger David Pingree at bay. Cooper rode to a great win, topping Pingree and a long list of Grand Prix riders, including Ryan Voase, Neil Prince and Luigi Seguy.

"Man, I was getting tired out there," Cooper said. "I haven't been in this position for a long time. It feels good. I always like coming to England, and hope I can return next year."

Pingree was content with second. "If he thinks he was getting tired, then so was I," he said. "He had a small lead and I couldn't reel him in - it was that simple."

Everts had mentioned earlier in the night that he was worried about the 25-lap main event.

"Those whoops really take my energy," Everts joked to Grant. "Go and tell them to make it only 20 laps."

As luck would have it, the night ran

past its expected finishing time and the promoter was forced to cut the final to 20 laps. Needless to say, Everts was more than pleased with the new arrangement.

When the pack blasted out of the gate it was McGrath leading Everts, Herring, Brown and McCormick. With four Honda riders on his tail, McGrath made a lightning-quick first lap, leaving even a smooth-looking Everts in his wake.

"I knew I had to get away from those guys," McGrath said later. "Stefan was not making mistakes and I didn't want to get in the same position as last year."

Last year, McGrath lost the race on the final lap.

The plan for a quick start was put off a little bit as lapped riders came into play early in the race. Everts, on the other hand, was making up some time, and for two or three laps, many in attendance were starting to wonder if he could catch McGrath. Everts, though, put it into perspective.

"He got held up by lappers," Everts said. "I felt good and maybe I could have caught him, but it was more the lapped riders than my speed that I got close."

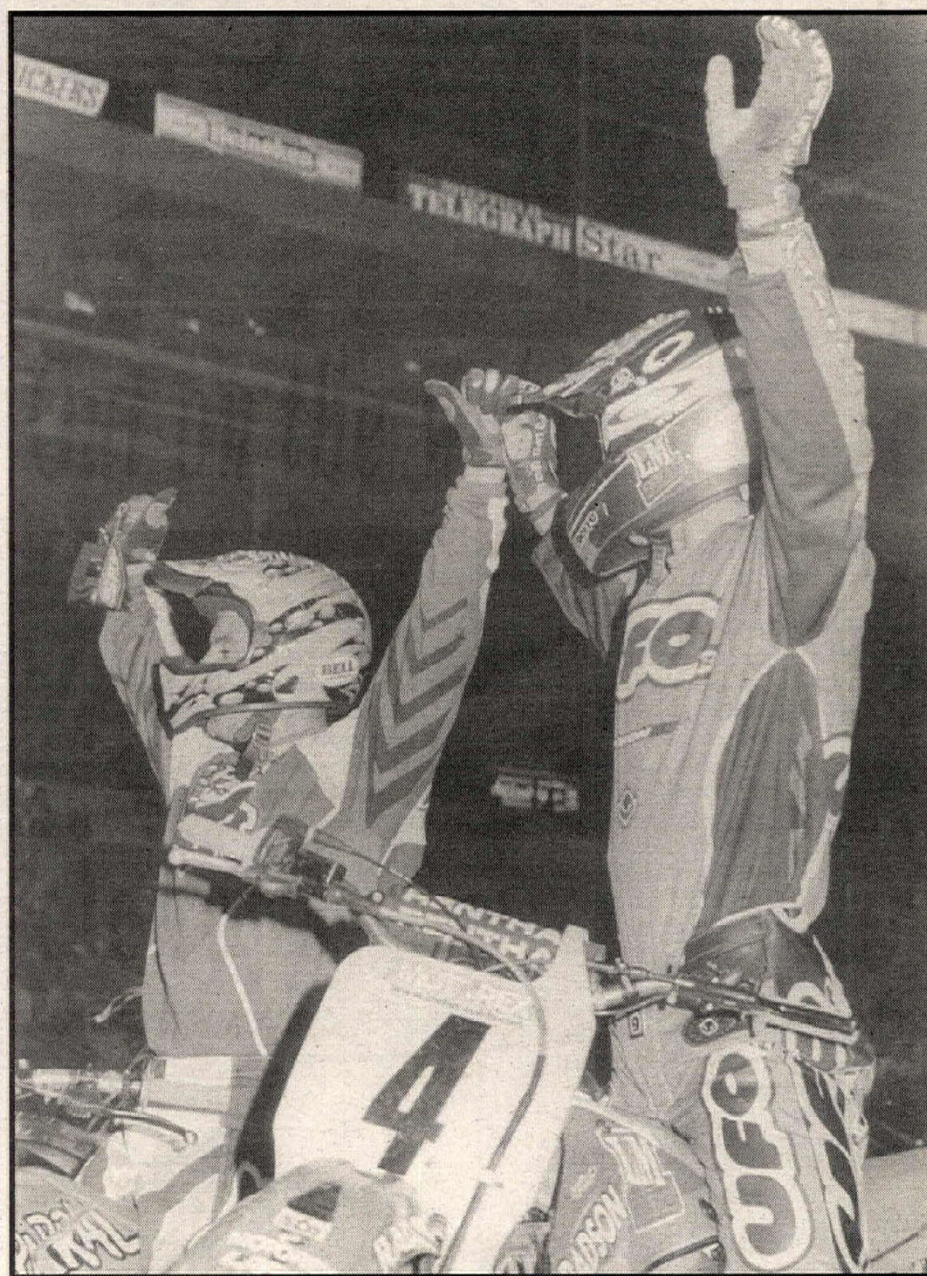
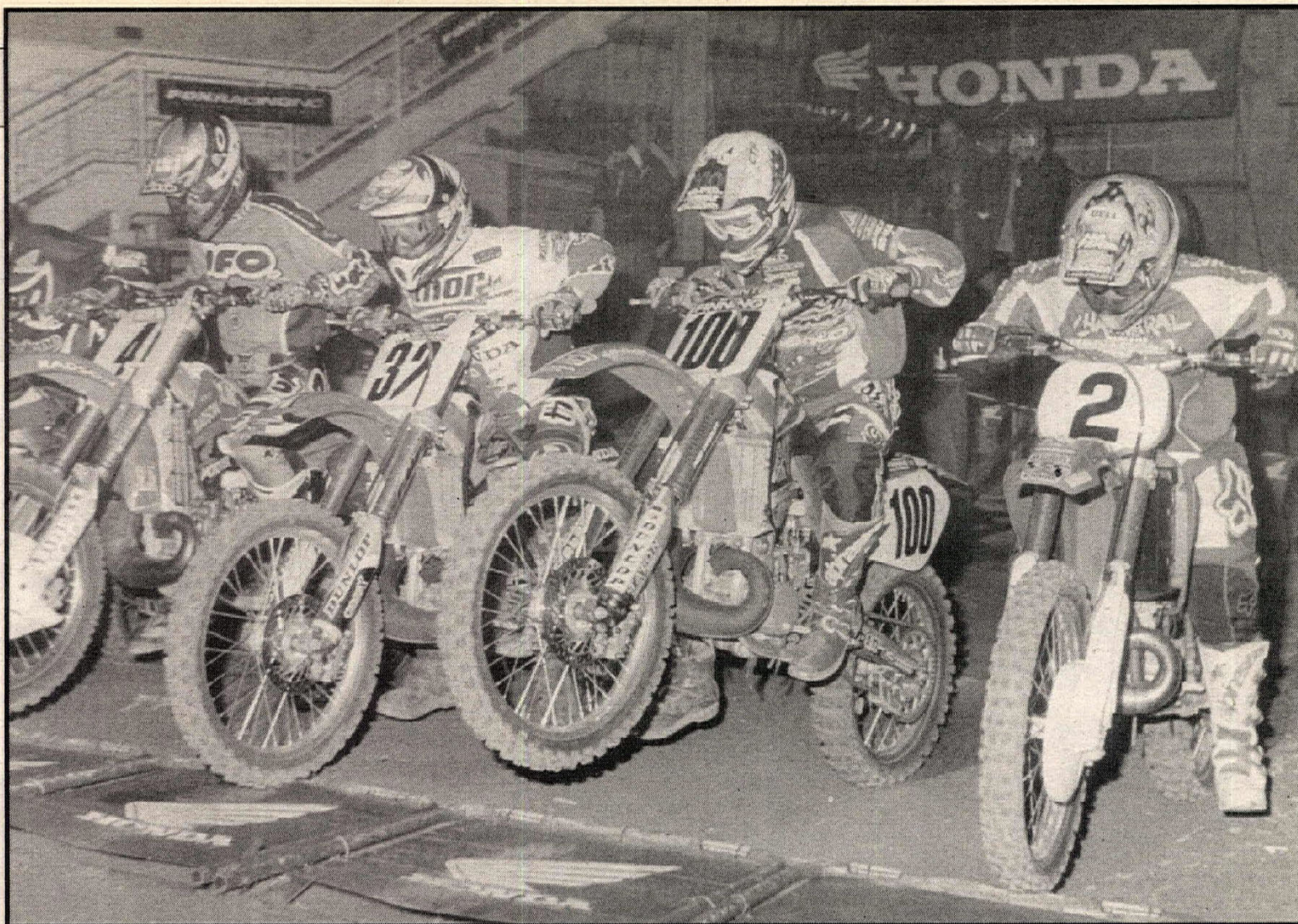
The distance between McGrath and Everts didn't change from midrace on, and McGrath crossed the line some three seconds ahead. Everts was second, Brown third, Herring fourth and McCormick fifth.

"I think Jeremy wasn't getting away so the crowd would not get bored," Everts said. "I'm happy with second place this time. I only came here with a couple of days' notice and had not practiced at all. I felt smooth."

McGrath was glad the night was over.

"I was very unhappy about losing last year," he said. "It was my first race on a Yamaha, and the reason I lost was nerves. I've had a year on the bike, and my start was spot on. Going into the first corner in front was important on this track - it's so small, anything could happen. Stefan rode a great race. Sometimes he would pick up the pace, then I would do some good laps. It was fun racing with him."

CN



Sheffield Supercross
Sheffield, England
Results: October 3, 1998

125 FINAL: 1. Guy Cooper (KTM); 2. David Pingree (Hon); 3. Ryan Voase (Suz); 4. Neil Prince (TM); 5. Luigi Seguy (Hon).

250 FINAL: 1. Jeremy McGrath (Yam); 2. Stefan Everts (Hon); 3. Mike Brown (Hon); 4. Rob Herring (Hon); 5. Jason McCormick (Hon).

(Top) The final gets under way with McGrath (2) getting the jump over Mike Brown (100), Rob Herring (32) and Everts (4).

(Above) Everts and McGrath gave British Supercross fans something to cheer about in Sheffield.



Hughes and Wey Mud masters

By Chris Collom
Photos by Karl Ockert

ENGLISHTOWN, NJ, OCT. 4

Ask nearly any motocross racer what he thinks of a mud race and chances are he will say something like, "It's mind over matter," or, "If you convince yourself that you're having fun, then you are." This is the attitude that riders and fans alike adopted for the 22nd annual Kawasaki Race of Champions at Raceway Park as steady rain poured on the proceedings for most of the day.

The spirits of the fans and riders stayed high - especially at the Team Kawasaki semi, which was anchored at the front of the Raceway Park staging area. Showing up for Team Kawasaki were newly contracted Damon Huffman; Jeff Emig, who also just inked a contract with Kawasaki; and Ryan Hughes, who will not return to the team next year. Two-time 125cc National Champion Ricky Carmichael wasn't present for the event.

In addition to the factory Kawasaki team, Pro Circuit Kawasaki rider Nick Wey showed up, as did Pro Circuit's newest addition, Shae Bentley. The local contingent consisted of Barry Carsten, Ty Wallace, Brian Carrol, Joel Dengler and Bruce Stratton, to name a few of Raceway Park's National-caliber riders.

On the track, the 250cc Pro-class win went to Hughes with a 1-1 score. Hughes was followed home by his teammate Huffman, who went 2-2. The 125cc Pro-class honors went to Wey, via his 1-2 moto scores, and Bentley nailed down second with a 3-1 tally.

Raceway Park track designer Jay Irwin and his staff did a great job of prepping the track. The design incorporated several tabletop/triple combination jumps laced together with rough sand sections. Some 90 truckloads of clay and 40 truckloads of sand were

(Above) Ryan Hughes mastered the mud with 1-1 moto scores in the 250cc Pro class.
(Right) Damon Huffman was second overall after trailing Hughes in both motos.



used to reface the track prior to the event. Unfortunately, the unruly Jersey weather turned the day into a mud race, with the track working into a very rutted and challenging course.

The first 250cc Pro race saw New Jersey's own Jim McIlvane dial the power to the ground to nail the holeshot. McIlvane is Raceway Park's resident

holeshot artist, and week in and week out he runs his Honda up front after great starts. Early on the first lap, both Hughes and Crine were quick to pass McIlvane. Ty Wallace and Dave Kratz, meanwhile, rounded out the top five.

Hughes and Crine, both winners of their qualifiers, began to pull a good lead over third-placed Wallace. Huff-

man, however, was coming through the pack after a poor start; he held down sixth place.

"You just have to psyche yourself up for a mud race," said Hughes later. "This will be my last appearance here at the Kawasaki Race of Champions. I've enjoyed each of the seven times I've ridden here. Next year, I'll have to miss the

race because I will be running GPs for Honda. Who knows - maybe I can come back here and ride the Plus 25 class sometime."

Crine was having a good ride early in the race, as he challenged Hughes several times for the lead. Huffman was able to pick his way past Brian Carrol and Kratz to move into fourth.

Hughes was able to pull it together and get away as the 15-lap race wore on. Huffman continued his ride forward, passing both Wallace and Kratz and eventually getting Crine in the back section to move into second. Huffman, who only recently returned to action after recovering from a badly broken leg, was demonstrating poise and patience as he rose through the pack.

At the checkered flag, it was Hughes winning the moto with a 12-second lead, followed by Huffman, Kratz, Crine, Bruce Stratton and Barry Carsten.

In the second moto, Hughes pegged his KX from Englishtown's extreme left-hand starting stall to squeak out a holeshot. Stratton came out in second, followed by Huffman.

Huffman then skated around Stratton in the center section of the track to move into second. At about that time, the rain started coming down harder, and the track became very slick with ever-deepening ruts. This technical challenge began to tax the locals, and just five laps later, both Hughes and Huffman had lapped up to 12th place. Carsten ran fourth, followed by Chris Hunter.

Three-quarters of the way into the race, tragedy struck for Ryan Hughes as he cartwheeled over a huge combination jump on one of Raceway Park's straights. Huffman inherited the lead and pulled away. Fortunately for Hughes, the third-place rider was nearly half a lap behind, and he was able to get restarted again in second place.

"I ran into trouble on that jump and did a flip," Hughes said. "The rain makes vision extremely difficult, and New Jersey has a rule against pulling your goggles off during a race."

It was beginning to look as though Huffman's day would suddenly be easy. Hughes, however, had other ideas. The Californian quickly went to work and whittled away at Huffman's lead in the fastest racing action of the day as the Team Kawasaki freight train lapped the field up to fifth place. With two laps remaining, Hughes followed Huffman down a drop-off with a hairpin turn at the bottom, called the "Dakota Canyon." Remarkably, Huffman came out of the Canyon following Hughes.

Hughes pulled out all the stops to take the win over Huffman. Stratton ended up third, followed by Carsten, Hunter and Carrol.

The 125s blasted into the first turn and Tom Welch ran his yellow screamer in for the holeshot. Wey held second and New Jersey's fastest rider, Carsten, held third on the start. Carsten had won both the 125 and 250cc classes in the previous day's qualifying events.

Welch and Wey quickly took the race to another level and began to check out. The pace quickened, and Wey passed Welch in a series of switchbacks in the center section of the track to take the lead. Carsten held third and Ty Wallace held down fourth.

"I'm a Michigan native, so I love the sand," Wey said later. "The sand sections on this track are very fun. I always seem to ride a little better at tracks that are more like what I grew up on."

As the race wore on, Wey continued

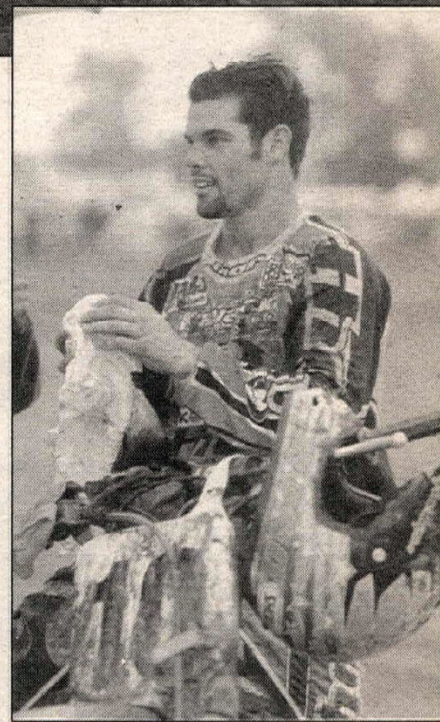


(Above) The weather was terribly uncooperative, showering during most of the event and leaving the track a muddy mess.

(Left) Pro Circuit rider Nick Wey topped the 125cc Pros.

(Right) Hughes cleans up for a postrace interview.

(Below) An umbrella-holding Huffman has the right idea.



to check out, but Carsten was able to reel in Welch and eventually make the pass for second. In the later stages of the race, and after recovering from a bad start, Bentley came on strong. He passed Wallace and Welch and moved up to challenge Carsten. With an impressive last-lap move, he passed Carsten for second on the flagpole straightaway. Carsten rose to the occasion, got it together and repassed Bentley on the remainder of the lap to take second. The 125cc moto ended with Wey winning, followed by Carsten, Bentley, Welch and Wallace.

The second 125cc moto started under torrential rain. Welch dialed on the throttle to nail his second holeshot, with Wallace, Bentley and Wey filing in behind him. Wey then locked his sights on both Bentley and Wallace and passed them to take second.

Bentley was next to work past Wallace. Welch, meanwhile, ran into prob-

lems in the back section of the track and everyone moved up a notch. Bentley then engaged Wey in a duel that would last for the next three laps. Bar to bar, Wey and Bentley battled each other and the conditions. The New Jersey goggle rule was basically ignored, because racers were dropping their goggles like hotcakes as rain, mud and fog challenged their vision.

Finally, Bentley shot by Wey in the switchbacks. Wey didn't have enough charge to answer Bentley's challenge and he was forced to let him get away. With a 1-2 tally, Wey would still capture the overall. The moto finished with Bentley winning, followed by Wey, Wallace, Carsten and Welch.



Kawasaki Race of Champions Englishtown, New Jersey Results: October 4, 1998

250 PRO: 1. Ryan Hughes (Kaw); 2. Damon Huffman (Kaw); 3. Dave Kratz (Yam); 4. Bruce Stratton (Suz); 5. Barry Carsten (Suz); 6. Brian Carrol (Suz); 7. Damien Plotts (KTM); 8. Lee Rostien (Suz); 9. Chad Sanne (Kaw); 10. Jim McIlvane (Hon).
125 PRO: 1. Nick Wey (Kaw); 2. Shae Bentley (Kaw); 3. Barry Carsten (Suz); 4. Ty Wallace (Yam); 5. Tom Welch (Suz); 6. Rich Schmidt (Suz); 7. Terry Finkle (Yam); 8. Shawn Russo (Suz); 9. Jasen Narper (Kaw); 10. Steve Moquin (Suz).



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'98 AMA SUPERBIKE CHAMPIONS

Ben Bostrom And The Honda RC45™

 **HONDA**
The Red Riders

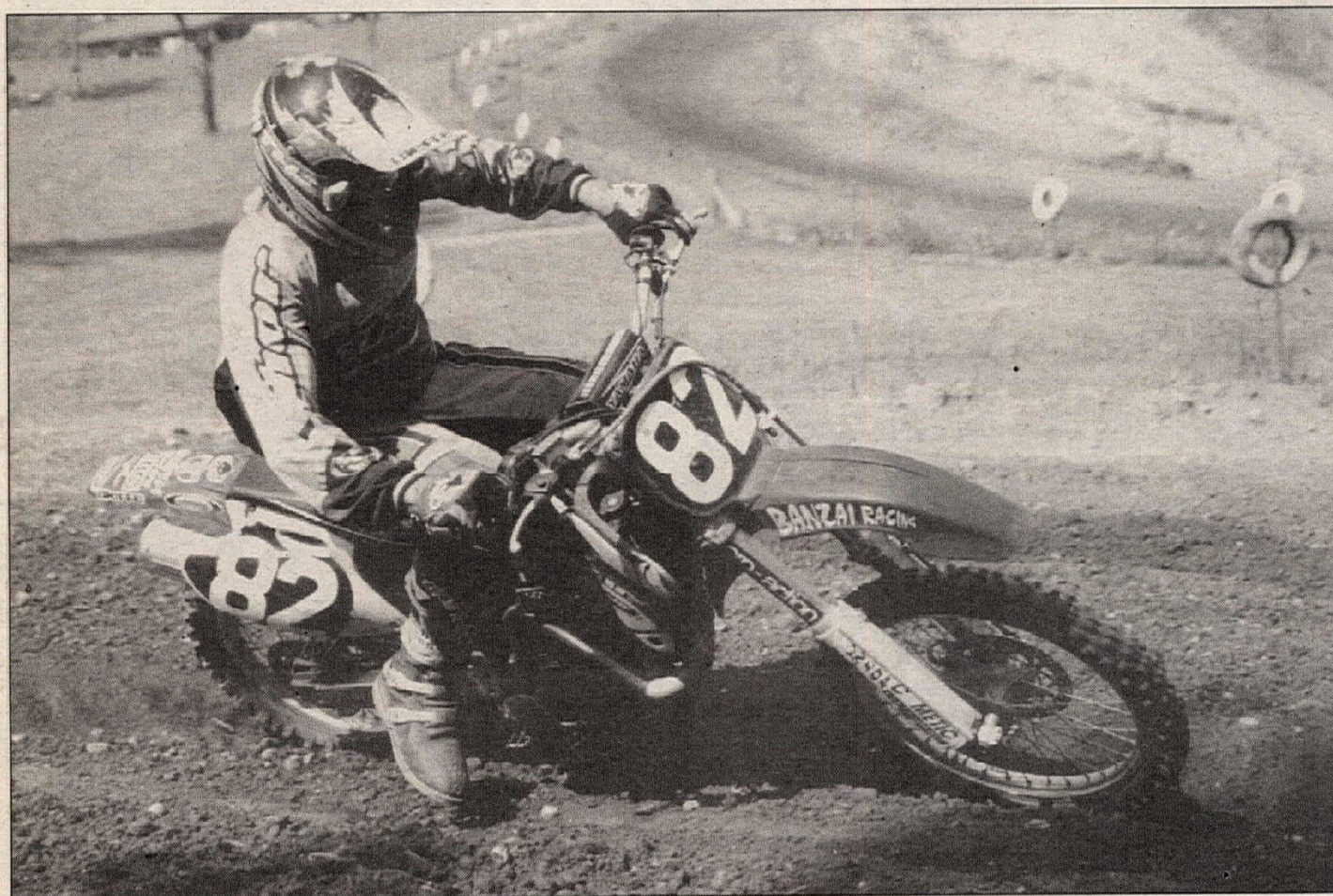




MOTOCROSS
AMA FALL CLASSIC/EASTERN
FOUR-STROKE NATIONAL MX SERIES

Round 3: Daniel Boone Motocross Park

Pocorobba, Boruff Star



FILE PHOTO BY DON SCHNEIDER

Neese said. "I went too high and ended up in the hay bales."

Out in front, Kelly Smith and Anthony Pocorobba chased Thomas. Many of the riders used the first lap to develop their mud-riding strategies, as Pocorobba passed Thomas for the lead at the end of the first lap.

"I had a faster, drier line through the 'Supercross Six' (a whoop section) and I was able to get by Thomas," Pocorobba said.

A battle developed for second between Thomas and Smith. Then Smith began getting the upper hand.

Five minutes into the 20-minute-plus-two-lap moto, Pocorobba secured the lead, maintaining a 25-second lead over second-placed Smith.

The race wore on, and by the midway point Neese had worked his way into fourth, only to slip back in the pack again.

"I had to throw my goggles right after I fell because they fogged up," Neese said. "That made riding the remainder of the moto tougher for me."

Yamaha-mounted Anthony Pocorobba (left) scored the overall win in the Eastern Four-Stroke National at Daniel Boone Motocross Park in Kentucky. (Below) Kevin Walker won the second moto.

By Susan W. Willian

LONDON, KY, OCT. 4

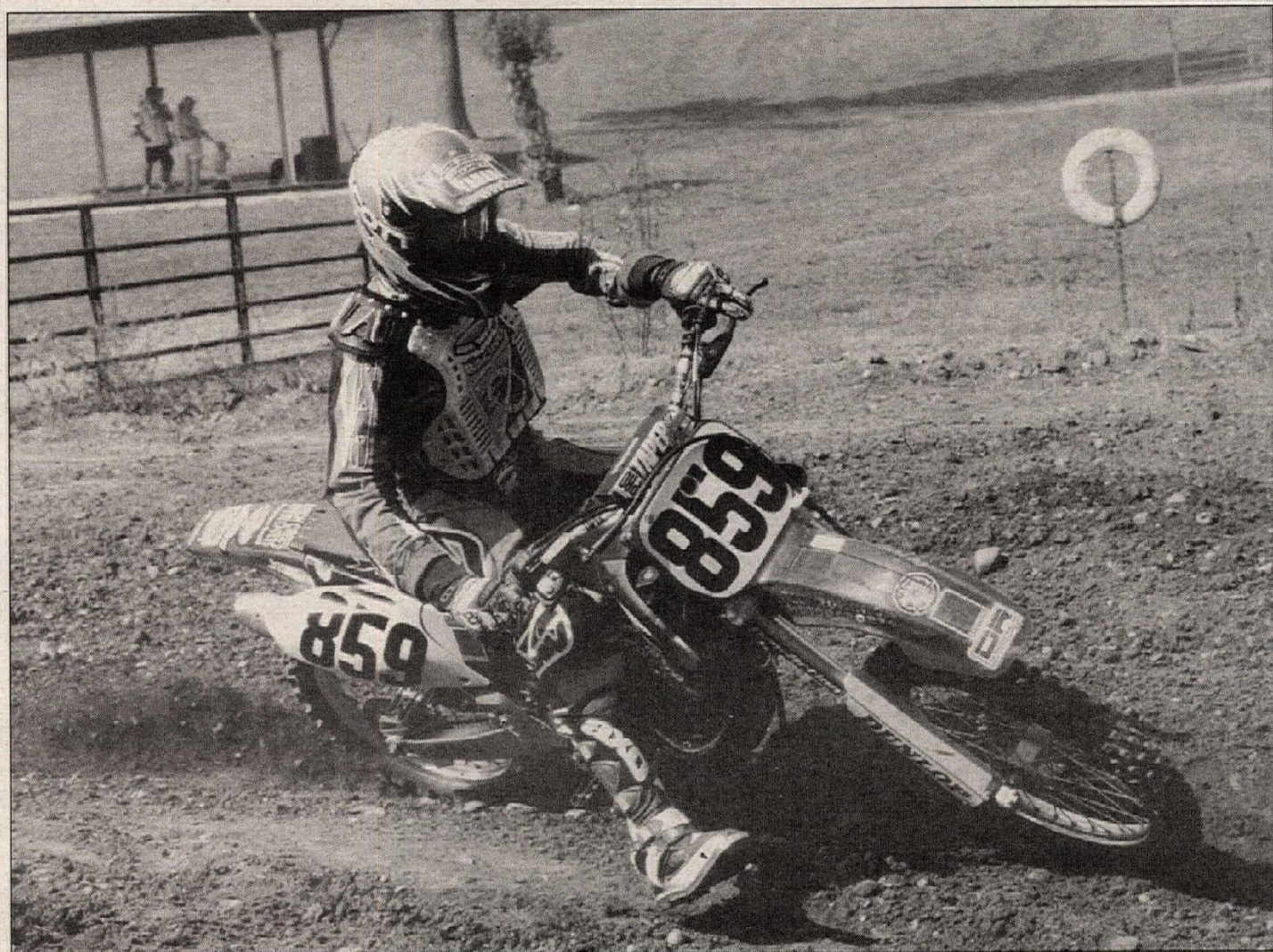
Foggy, overcast skies greeted riders as they fired off the line at the third round of the AMA 1998 Fall Classic/Four-Stroke National at Daniel Boone Motocross Park. The event, sponsored by Husqvarna, Pro-Action Suspension, Moto Tees, White Brothers and Ballzee, featured 560 entries - despite the soggy conditions. And of those 560 riders, Anthony Pocorobba, Jim Neese and Jon Boruff were three of the top riders. Pocorobba scored the Eastern Four-Stroke National competition while Neese and Boruff scored big in the Fall Classic Series races.

"Seventy days without rain, then it rains," said the event's promoter. "At least the conditions today are better. The bulldozer helped to scrape away some of the mud, which improved track conditions for the riders. The second motos were great, as the sun appeared, drying out the racing surface."

The biggest purse of the day - \$4000 - was up for grabs in the Four-Stroke Eastern National class.

In moto one, Honda-Husqvarna of High Point/Protel/Winters Marketing-backed Jim Neese had the lead off the gate but, in the muddy track conditions, Neese went down right away, dropping to sixth. RPI Racing/Pro-Action/Thor's Jason Thomas took charge.

"I basically missed the first corner,"



FILE PHOTO BY DON SCHNEIDER

Meanwhile, Pocorobba rode flawlessly.

"When you ride in the mud, you have to get to the front quickly," he said. "I attribute my success in the mud to years of doing this. I train by riding two 40-minute motos six days a week."

Thomas ended up with a DNF after stalling his bike.

"I couldn't get it restarted," Thomas said. "I was already a lap down, so I just pulled off the track. I have not had much mud racing, living in Florida."

Neese's reflexes were quick as he bolted off the gate in the second moto, followed by Kevin Walker, Smith, Tim Hawthorne, Rodney Carrier, Jon Boruff, Pocorobba and Thomas.

By the second lap, Walker was on Neese's rear fender, but five minutes into the moto, Neese had pulled away from Walker, while Pocorobba had taken an inside line to pass Smith. As a result, Pocorobba had closed the gap on Walker.

Pocorobba, however, looped out his machine in the doubles to take the pressure off of Walker.

Neese, meanwhile, was still riding comfortably in the lead position. At the halfway point, Walker was still in second, while Boruff had worked his way into third, followed by Burkhart, Carrier and a recharged Pocorobba.

Eventually, Carrier went wide, allowing Pocorobba to pass him. Things kept going Pocorobba's way: Burkhart stalled his bike, and then, with three laps to go, Neese slowed with a failed rear shock and Walker took over the lead. Neese was soon passed by Boruff and Pocorobba.

"I was going over a jump when my shock came apart," Neese explained. "The lower end of the shock just broke."

On the final lap, Pocorobba closed the gap on second-placed Boruff, while Neese, in fourth, was trying to hold on. Boruff and Pocorobba raced side by side, and then Pocorobba made the pass and took over second. Walker was now in Pocorobba's sights, but the moto came to an end. Pocorobba had moved from eighth to second to capture his first overall victory in the 1998 Four-Stroke Eastern Series.

"I had the holeshot, and then I went into a big rut," Pocorobba said of his race. "I moved up to second early and fell again when my hands came off the handlebars. I kept my bike running, though, and got back up to land second for the moto and the overall class win."

In the first 250cc Pro moto for the Fall Classic Series, Richard Prather grabbed the holeshot and was pursued by Cycle Shed/Podium One's Larry "Sluggo" Gessner, Thomas Hofnaster and Kelly Smith.

The second lap saw Prather still leading the pack as Smith moved into second. Gibson was up to third, and Gessner dropped to fourth. Gibson, however, did not stay there for long, as he went down and recovered in ninth.

Smith began pushing Prather around the course, as Pocorobba, who was sixth off the gate, moved into third. Smith lost some valuable time when he got into a deep rut in a sweeping, banked turn.

Elsewhere, Prather went down in the "Rocket Pocket" section of the track and restarted in third after having trouble restarting his machine. Finally under way, Hofnaster hounded Prather.

On the fourth lap, Pocorobba gained ground on Smith as the front pair pulled away from third-placed Prather.

At the halfway mark, Smith was holding his own as the gap widened



FILE PHOTO BY DON SCHNEIDER

between himself and Pocorobba. Pocorobba later explained that he had backed off his pursuit of Smith because of a loose chain.

"My chain adjuster was all the way in, so my chain was loose," Pocorobba said.

A battle developed between Prather and Gessner. Eventually, Gessner tucked to the inside of the turn at the end of the Supercross Six to move by Prather and take the third-place position. Boruff, who had started in 14th, picked off riders to work his way up to fourth.

With two laps to go, Boruff moved into third, where he remained to the checkered flag. Smith landed the win. Pocorobba crossed the finish line some distance back in second. Prather finished third, while Gibson, riddled with problems throughout the moto, took third, followed by Gessner.

In the second moto, Smith and Andy Anaya got a good jump, but Boruff came out on top through the first turn and was chased by Tim Hodock, Doug Stone and Pocorobba.

A race for second tightened up, as Hodock felt the pressure from Stone. Stone eventually dived by Hodock to move into second place. By the third lap, Boruff had stretched his lead, as Stone began to pull away from third-placed Hodock.

Hodock's problems were far from over, because Pocorobba started to breathe down his neck. The pair rode side by side around a turn, but it was Pocorobba who came out in front for the third-place spot. Pocorobba then began to reel in Stone.

The race would be all Boruff's. He ran away with the moto, while Pocorobba slipped by Stone for second at the

halfway mark and stayed there the rest of the way.

Smith, who finished first in the first moto, ended up a safe fifth.

With the sun finally shining, the first moto of the 125cc Pro class fired off the gate. Neese was the first rider into the first turn, but Team Green's Jeff Gibson quickly powered his machine by Neese's to take charge. With the track drying out, positions changed rapidly throughout the first lap.

Gibson held off Neese despite his serious challenges from the air and over the jumps. As Gibson and Neese pulled away from their competitors, Stone and Brad Strunk tangled for third, with Stone doing everything in his power to keep Strunk at bay.

Eight minutes into the moto, leader Gibson cased a jump, which resulted in a big crash. Neese was in the right spot at the right time and took over the lead, and he stayed there to the finish.

Gibson got back under way, but at some distance back. He still salvaged second, while Stone settled into third after breaking away from Strunk. Hodock was next across the line.

Track conditions had improved greatly by the time the second moto got under way. Indiana's Jeffrey Baker grabbed the holeshot and was closely followed by Strunk, Thomas, Neese and Stone, in that order.

Strunk kept Baker on his toes around the course, while Neese moved up to third.

The second lap saw the more experienced Neese sneak by the Baker/Strunk duo through a turn. After making the pass, Neese was unstoppable. He romped home to victory and grabbed the overall honors.

Strunk managed to get by Baker, as did Thomas and Stone. Baker ended up

Husqvarna's Jim Neese won both 125cc Pro motos in the AMA Fall Classic MX Series. Jon Boruff topped the 250cc class.

in fifth. Gibson climbed back up to finish sixth after getting off to a bad start. **EN**

Daniel Boone Motocross Park London, Kentucky

Results: October 4, 1998 (Round 3)

EASTERN FOUR-STROKE NATIONAL MX SERIES

MOTO 1: 1. Anthony Pocorobba (Yam); 2. Kelly Smith (Hus); 3. Mark Burkhart (Yam); 4. Jim Neese (Hus); 5. Todd Downs (Yam); 6. Jon Boruff (Hus); 7. Rodney Carrier (Yam); 8. Shane Slother (Yam); 9. Kevin Walker (Yam); 10. Andy Anaya (Yam).

MOTO 2: 1. Kevin Walker (Yam); 2. Anthony Pocorobba (Yam); 3. Jon Boruff (Hus); 4. Todd Downs (Yam); 5. Jim Neese (Hus); 6. Mark Burkhart (Yam); 7. Rodney Carrier (Yam); 8. Andy Anaya (Yam); 9. Tim Hawthorne (Yam); 10. Kelly Smith (Hus).

O/A: 1. Anthony Pocorobba (Yam); 2. Jon Boruff (Hus); 3. Todd Downs (Yam); 4. Jim Neese (Hus); 5. Mark Burkhart (Yam); 6. Kevin Walker (Yam); 7. Kelly Smith (Hus); 8. Rodney Carrier (Yam); 9. Andy Anaya (Yam); 10. Tim Hawthorne (Yam).

AMA FALL CLASSIC MX SERIES

125 PRO MOTO 1: 1. Jim Neese (Hus); 2. Jeff Gibson (Kaw); 3. Doug Stone (Kaw); 4. Bradley Strunk (Suz); 5. Tim Hodock (Suz); 6. Thomas Hofnaster (Suz); 7. Jeffrey Baker (Kaw); 8. Richard Prather (KTM); 9. Jason McDonald (Suz); 10. Jason Thomas (Hus).

125 PRO MOTO 2: 1. Jim Neese (Hus); 2. Bradley Strunk (Suz); 3. Jason Thomas (Hus); 4. Doug Stone (Kaw); 5. Jeffrey Baker (Kaw); 6. Jeff Gibson (Kaw); 7. Thomas Hofnaster (Suz); 8. Jason McDonald (Suz); 9. Richard Prather (KTM); 10. Nathan Miller (Hon).

125 PRO O/A: 1. Jim Neese; 2. Bradley Strunk (Suz); 3. Doug Stone (Kaw); 4. Jeff Gibson (Kaw); 5. Jeffrey Baker (Kaw); 6. Jason Thomas (Hus); 7. Thomas Hofnaster (Suz); 8. Jason McDonald (Suz); 9. Richard Prather (KTM); 10. Jered Black (Yam).

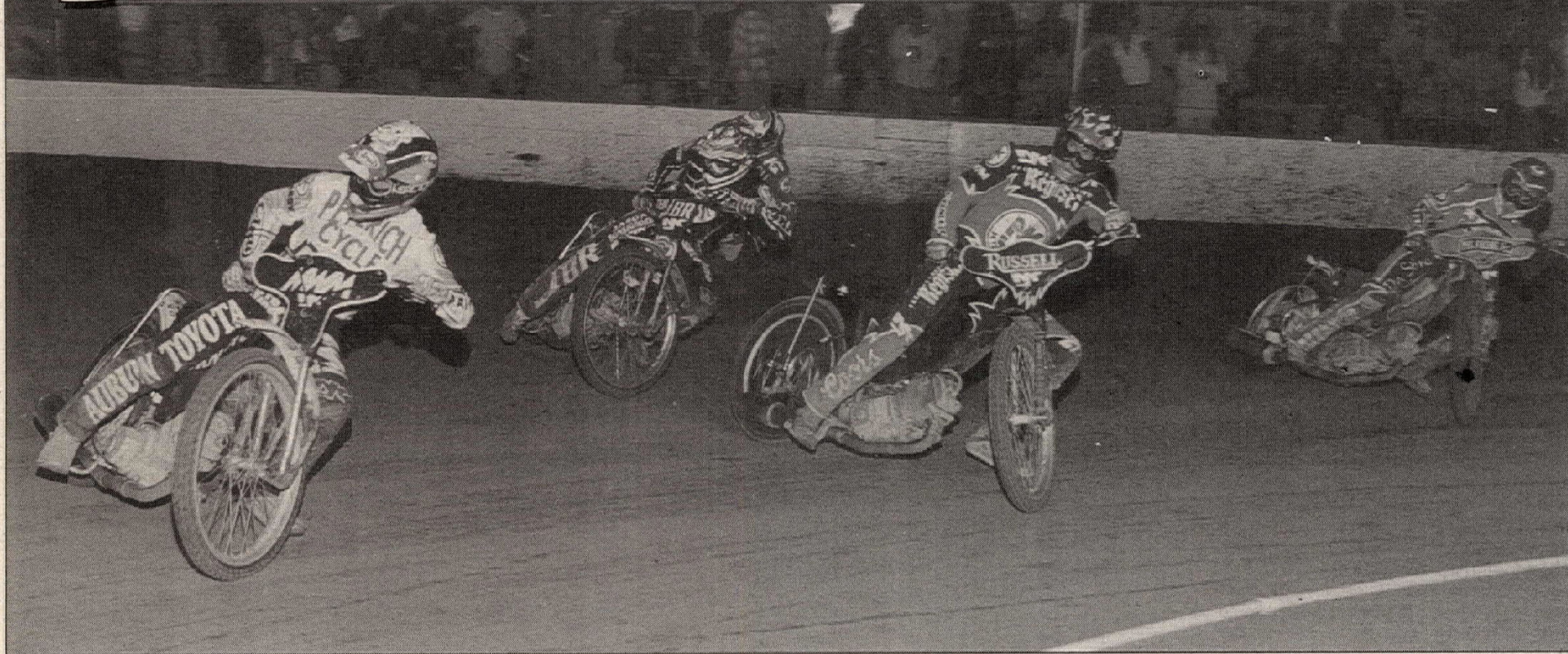
250 PRO MOTO 1: 1. Kelly Smith (KTM); 2. Anthony Pocorobba (Suz); 3. Jon Boruff (Suz); 4. Richard Prather (KTM); 5. Jeff Gibson (Kaw); 6. Larry Gessner (KTM); 7. Jeffrey Baker (Kaw); 8. Thomas Hofnaster (Suz); 9. Todd Downs (Yam); 10. Doug Stone (Kaw).

250 PRO MOTO 2: 1. Jon Boruff (Suz); 2. Anthony Pocorobba (Suz); 3. Doug Stone (Kaw); 4. Bradley Strunk (Suz); 5. Kelly Smith (KTM); 6. Andy Anaya (Yam); 7. Thomas Hofnaster (Suz); 8. Tim Hodock (Suz); 9. Richard Watson (Suz); 10. Larry Gessner (KTM).

250 PRO O/A: 1. Jon Boruff (Suz); 2. Anthony Pocorobba (Suz); 3. Kelly Smith (KTM); 4. Doug Stone (Kaw); 5. Bradley Strunk (Suz); 6. Thomas Hofnaster (Suz); 8. Richard Prather (KTM); 9. Todd Downs (Yam); 10. Andy Anaya (Yam).



Bast blasts



By Elaine Jones
Photos by Mike Basso

COSTA MESA, CA, OCT. 3

Bart Bast finished a highly successful speedway season by taking on all comers and emerging as the champion in the Coors Light United States National Speedway Championship, held at the Orange County Fairgrounds.

The format for the National featured four rounds of Scratch racing: four laps, four riders. Points were earned by finishing position, with three going to the winner, two to second place, etc. At the end of four rounds, the top 10 in points would go to the two semis, in which the first two would get a direct transfer to the main event. The next two would get one more shot at glory by racing in a last-chance qualifier. The fifth-placed rider would be done for the night. The winner of the main - well, he would be crowned National Champion.

ROUND ONE

Bast drew the pole, with John "Ice Man" Aden in the second spot for the first race of the night. Current National Champion "Flyin'" Mike Faria, who was returning to action after recovering from a broken collarbone and shoulder blade, was in three, and Charles "Dukie" Ermolenko drew four. It was Bast, known for his gating ability, who showed the troops the way as he flew off the line and had a very easy time of it in going wire to wire. Faria was off second and had no trouble finishing in that spot, with Ermolenko and Aden finishing third and fourth, respectively.

"Fast" Ed Castro drew the pole in heat two, with Charlie "The Edge" Venegas in two and Shawn "Mad Dog" McConnell in three; Northern California rider "Jammin'" Jim Sisemore was in four. Venegas cut a great gate and was gone. Sisemore went to second and had

his hands full trying to hold off Castro. McConniell ran into trouble early on when he slid out in four on the first lap. Castro couldn't find a way around Sisemore and settled for the third.

Gary "Acky" Ackroyd drew the pole in heat three, with Bobby "Boogaloo" Schwartz in two, Tommy "Mr. Outside" Hedden in three and Josh Larsen in four. Schwartz went out on top, but Larsen took the outside route and came out ahead on the exit of turn one. This was the way it would play out in the quick four-lapper. Ackroyd held Hedden at bay for the third.

Reserve rider David "Moto" Taylor was able to fill in for Warren Diem in heat four, as Diem didn't make the trek from New York. Robin "Nitro" Nicolaides was in two, with Chris "Manny" Manchester in three and "Rad" Brad Oxley in four. It was Manchester who launched off the line and went to the head of the pack. Running a very close second was Oxley, but Manchester gave no ground and left no openings as he repeatedly closed the door on Oxley to come away with the win. Taylor was good for third, with Nicolaides fourth.

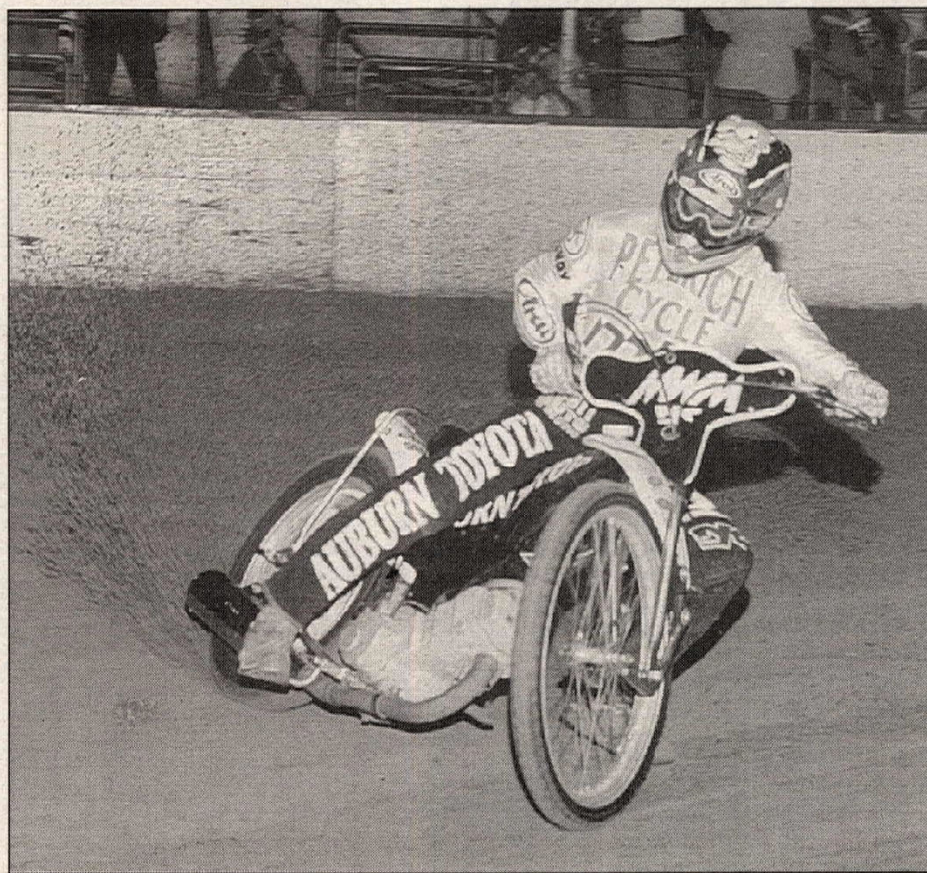
The final heat of the first round saw Randy "Rocket" DiFrancesco on pole. Andy "The Enforcer" Northrup was in two, with Gary "G.T." Hicks in three and Bobby Hedden in four. Hedden cut the best gate and took the lead. Hicks went to work on the outside and got a break when DiFrancesco lost a chain on the white-flag lap. Time ran out for Hicks, and he settled for second, with Northrup picking up third.

ROUND TWO

The first try at a start in heat one had Venegas getting out on top, with Larsen second and Bast third. On the second lap, Bast ran into the back of Venegas in turn three and both went down. With nowhere to go, Larsen laid it down. The red came out, with Bast being DQed as the cause.

A complete restart was called and it was reserve Kon Baur who came in for Bast. On the restart, it was Larsen who got the gate and the lead. Even though Venegas ran at him hard, Larsen was able to hold him off, going two for two on the night. Venegas was by no means out of it, as he had a first and a second to his credit. Baur put himself on the board, earning a point for his third-place finish over Taylor.

The racing was taking on some major intensity as the first try at race two saw Hedden and Sisemore get up close and personal, and a complete restart was called. The second time around, it was Faria who showed the folks why he is a National Champion. He went out on top and never looked back. Sisemore locked



(Above) It all came down to this: Bart Bast leads the way in the main event over Brad Oxley. Bast went on to earn the victory after an evening of exciting racing at Costa Mesa Speedway in California. (Left) Bart Bast: U.S. Speedway National Champion in action at Costa Mesa.

into second, and Hedden and Northrup took turns in the third spot. Hedden, though, went down on the final lap, allowing Northrup to claim the spot.

Ermolenko showed he had recovered from his broken leg in race three as he outgated the field and led from start to finish. Oxley was off in second, but Hedden found the passing lane and got by with two to go. Castro was still trying to get on track and had to settle for fourth.

The fourth heat was the Manchester show all the way, as he was never seriously challenged. He was also two for two along with Larsen, his former teammate in the English leagues. DiFrancesco picked up valuable second-place points, with Ackroyd third. Aden's night continued on the bad side as he slid out in turn three.

Hicks outgated Schwartz in the next race, but they were running close enough to shake hands and they took it all the way to the checkered flag, with Hicks taking the win. McConnell, who was still trying to get something going, picked up third, and Nicolaides played tag with the wall.

ROUND THREE

The first race in the third round was a showdown, as Larsen and Manchester were the only riders who were undefeated. The gate came up and both were away with great starts, but it was Manchester who came out on top. All Larsen could do was peck away at him all the way to the checkered, but it didn't make any difference. Manchester was now three for three and fast becoming the man to beat. Sisemore and Ermolenko were third and fourth, respectively.

Bast felt he had something to prove in race two and it didn't take long for him to do so. He didn't outgate Schwartz, but he did move him out of the way to take the lead. Oxley also got by Schwartz, with DiFrancesco rounding out the field in fourth place.

Hedden cut the best gate in the next one, but Venegas put on the best show by taking the outside line all the way to the wall. He used the line to come up with the lead out of turn four on the first lap. Sanity took over for the next three laps and the win was his. Hedden was second, keeping Faria at bay. Nicolaides was fourth.

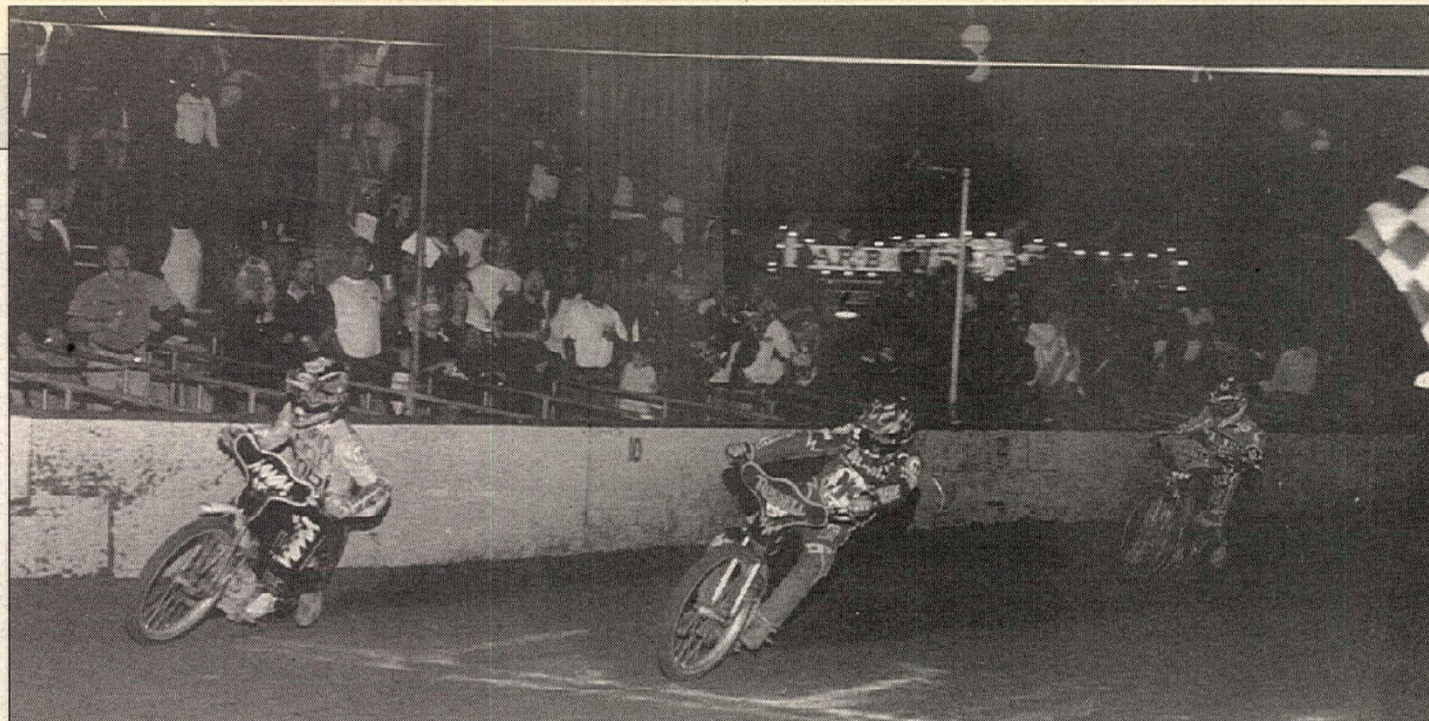
Aden got a little too anxious in the following race, going into the tape and getting DQed. Aden argued the point and, when he lost, came around and broke the tapes again. This time the ref came down hard and his night was over. Reserve rider Charlie "The Tuna" Cooley replaced him on the line. Hicks took the field to school as he went out front from the get-go. Hedden was second, with Castro (who was still having trouble) third and Cooley fourth.

The next race was over for Ackroyd before it started when he got into the tapes. Baur came in as his replacement, and on the second try it was Northrup who put one together as he led from start to finish. McConnell finally got on track and ran at Northrup hard, but he had to settle for second. Baur topped Taylor for third.

ROUND FOUR

Manchester was the only rider with three wins on the night as round four approached. One point back were Larsen and Venegas, with Faria and Bast two points behind.

Larsen again cut a great gate in the first heat, and this time Castro came off the line swinging. He was going to make a race of it, getting by DiFrancesco



on the first lap and looking for Larsen. Larsen was not to be denied, and he put together another great ride and came away with the win. Castro was second and DiFrancesco and Nicolaides were third and fourth, respectively.

The first try at race two was called back when the referee determined that Hedden had anticipated the start. They lined up again and this time it was Manchester and Bast who were off together, with Hedden trying to thread the needle as they went into one. This sent Manchester to the outside and Bast down low. Hedden got off the groove in three and rode out into Manchester, putting him into the wall hard. Manchester couldn't get up and was carried off the track with torn knee ligaments. His night was over, and a possible National Championship had been lost in an instant. Hedden was deemed to be the cause and was DQed, with Baur coming in to replace Manchester and Cooley taking over for Hedden. This time the race went clean, with Bast going wire to wire. McConnell turned in another good ride, but it was too little too late, as he wouldn't have enough points to move up the ladder. Cooley topped Baur for third.

Faria was up to form in the next race as he not only got the gate but went wire to wire for the win. Hicks held off Oxley for second, and Ackroyd watched from the infield when he went down in one on the second lap.

Schwartz, as he does so often, reached way down and put one together in the following heat, cutting the best gate and leading from start to finish. Northrup fought his way to second and Ermolenko took full advantage of Venegas's problem when Charlie's motor went south.

The final race saw Sisemore cut the best gate, but Hedden took the lead after one lap and never looked back. Sisemore had enough for second, and Cooley topped Taylor for third.

SEMIS

The top 10 riders in points would move up the ladder to the semis. With Manchester injured and unable to restart, everyone would move up a spot to fill the races. The top 10 would be: Larsen, Hicks, Bobby Hedden, Faria, Bast, Schwartz, Venegas, Sisemore, Northrup and Oxley. The races were seeded by finish points, and the top two would transfer directly to the main. The second two would go to the LCQ, and fifth would be done for the night.

The first semi saw Hedden get away on top. Schwartz and Hicks bumped coming off the line and Hicks' kill switch disengaged, causing him to free-wheel through the first turn and out to the wall. Schwartz tap-danced all



around to keep from hitting him and finally got going again. In front it was still Hedden, with Oxley second, and both would transfer to the main. Venegas went through another bike but limped home in third, and he would have one more shot in the LCQ, along with Schwartz.

Larsen came up with another great start in the following race and took it to the front, with Bast hot on his heels. Northrup was running third, with Sisemore and Faria tangling in three - with Sisemore being deemed the cause. Larsen and Bast would go directly to the main, and Northrup and Faria would get one last shot.

LAST-CHANCE QUALIFIER

Schwartz came up with the gate in the LCQ, but Faria came up with the ride as he took it to them and was out in front by the end of one. The defending champion was going to the main and looking to keep his National title. Northrup came away with third, and Venegas broke another bike.

MAIN EVENT

It all came down to the last race. Four laps would decide the National Championship. Larsen was on the pole, with Hedden in two and Bast in three. Oxley loaded into four, with Faria in five. The

(Top) The finish in the main event was close, with Bast barely holding off the determined charge of Oxley. Mike Faria finished third.

(Above) The top three spray the bubbly after finishing an action-filled night of racing.

gate came up and Larsen was away on top. All night, he had been going low through one and two, but this time he got high in two and that was all Bast needed to drop down low on the pole and get through. Oxley, who always likes to get down on the PVC, was right there to take over second, with Faria running third and looking for a way around both of them. In spite of being DQed earlier in the evening, it was Bast who put it all together. He will wear two crowns this coming season as the AMA National Champion and the Coors Light United States Champion.

"I knew I barely made it," Bast said later. "It was a battle."

**Orange County Fairgrounds
Costa Mesa, California
Results: October 3, 1998**

FINAL: 1. Bart Bast (Jaw); 2. Brad Oxley (GM); 3. Mike Faria (GM); 4. Bobby Hedden (Jaw); 5. Josh Larsen (GM); 6. Bobby Schwartz (GM); 7. Andy Northrup (Jaw); 8. Charlie Venegas (GM); 9. Gary Hicks (GM); 10. Jim Sisemore (Jaw).



Honor regained



er, Amos Bilbao, Marcel Justribo and newly crowned European Champion Jordi Pasquet as they topped a British squad led by 1997-98 World Champion Doug Lampkin, Graham Jarvis, Steve Colley and Martin Crosswaite. The final score was 128-139, while host country Italy, led by third-place-overall finisher Donato Miglio, upheld national pride with a fine third place.

Spain's fourth man, Bilbao, was better than England's fourth man, Martin Crosswaite, and that made all the difference. This year's TdN featured a new scoring system. While in the past the three best scores "for the day" per team were tallied with the fourth team members' score thrown out, this year saw the three best scores "per section" counted - making the fourth riders' contribution critical. It was a whole new game: more strategic, more interesting and with even more emphasis on teamwork. Had last year's scoring been used, England would have defeated Spain, 158-182.

Spain and England battled all day, and it was a close race until Spain pulled ahead at section 13 of lap two. Spain went 0-0-1 and England went 3-5-5. According to minders on both the Spanish and British squads, their riders rode below their expected levels. Perhaps the five-week lay-off since the last World Championship round caused a bit of rust to form on their formidable skills.

"We (Spain) rode poorly," claimed one of the key Spanish minders. "It was just that they (England) rode worse."

For Team USA, the goal was to erase the memory of last year's 11th-place finish. They did so, and more. Handicapped by the fact that the rest of the teams had been riding under the new "no-stop" rules all year, Team USA had only a few weeks between the last U.S. National and the TdN to adapt to the new rules. Considering the circumstances, few could have predicted such a fine result from the Americans. Accord-

(Left) Former World Champion Marc Colomer led the Spanish team to victory in the Trial des Nations, held in Italy. (Below) The American team prepares to start the trial. Geoff Aaron (69), Matt Moore (70), Ray Peters (71) and Dennis Sweeten (72) performed well for fifth place.

By Martin Belair
Photos by Mario Candellone
and Rick Hill

CHIESA IN VALMALENCO, ITALY, SEPT. 20

Set in the spectacular Italian alpine village of Valmalenco, this year's Trials des Nations was a showcase of all that is right with this great sport. World-class organization and more than 10,000 enthusiastic spectators made the 23 teams from all over the globe feel welcome in this, one of the most beautiful spots on the planet.

For the teams from Spain and the United States, this year's Trial des Nations was all about redemption. At last year's Trial des Nations, which was held on the Isle of Man, Spain lost the "A class" title it had held for seven years and the United States lost its perennial top-five spot in the "International Trophy des Nations" B class.

The Spanish team was led to victory by 1996 World Champion Marc Colom-





(Above) The English team was led by World Champion Doug Lampkin. Despite their best efforts, the Brits weren't able to top the Spaniards.

(Above right) Ray Peters ended up as the top-scoring American in Italy. Here, he is being helped by team manager Martin Belair.

(Right) Veteran Geoff Aaron also had a good trial and ended up as the second-best American on the day.

ing to World Champion Lampkin, it took him months to adjust to the new rules.

The American team was led by top scorers Ray Peters of New York (68 points) and Geoff Aaron of California (69 points), followed by Matt Moore of Oklahoma and Dennis Sweeten of Oregon.

The Americans started out strong by going 0-0-1 on the first section, which was laid out in a rocky stream bed. Section two stopped most of the B class with a rocky boneyard followed by a huge hillclimb with a 2-foot vertical lip at the top. It was here that Aaron pulled off one of the day's most spectacular rides. After cleaning the boneyard, Aaron launched himself at the hill and chose what most people would consider the toughest line. A huge 3-foot boulder lay imbedded in the hill about halfway up and right in his line. No problem: Just tear up the first part, then pull a

major unweight to land on top of the boulder, and then roost the rest of the way up.

Team USA rode strong as the loop ran across the valley, but the Americans ran into trouble at sections 11 through 14. Set on a shady, rocky hillside, this group of sections drew major points from most teams. It was so slippery that two competitors were injured by slipping and falling while inspecting the sections on foot. The ride across the valley on public roads had warmed up the tires enough to raise the pressure from 1 to 2 psi. After racking up fives on both section 11 and section 12 due to severe wheelspin, tire pressure was reset, but these slippery sections had already taken their toll. It was on lap two in this same group that Ray Peters showed his stuff. Using superb throttle control and excellent line choice, Peters pulled off scores of 5-3-2-1 in the day's most demanding group. Matt Moore and



Dennis Sweeten both made essential contributions to the effort by pulling off critical rides at key moments.

Winners of the "Trophy des Nations" for the third straight year, with 144 points, was Team Germany, led by Andreas Lettenbichler. "Letter Opener," as he is known by the Americans, had the only "one" on the greasy rocks of

section 11. Most riders fived it. In fact, no one else did better than a three. Second-placed Holland, with 170 points, was led by top man Alex Van den Broek, followed by Sweden with 177 points. Australia had its best-ever finish with a fourth place, beating Team USA by a single painful point, 209-210.

Team USA's effort would not have been possible without strong support both abroad and from home. Funds raised by Southern California's American Trials Association through the El Trial de España fund raiser are the primary source of financial support for Team USA. Countless other individuals and clubs across the country contribute time and money to make this all happen. No other country finances their team through such a grass-roots effort.

Trial des Nations
Chiesa in Valmalenco, Italy
Results: September 20, 1998

GROUP A: 1. Spain (128); 2. England (139); 3. Italy (161); 4. Finland (270); 5. France (281); 6. Czech Republic (417).

GROUP B: 1. Germany (144); 2. Holland (170); 3. Sweden (177); 4. Australia (209); 5. United States (210); 6. Ireland (213); 7. Belgium (225); 8. New Zealand (245); 9. Austria (245); 10. Switzerland (277).

Briefly...

Team USA arrived in the pits the morning of the trial only to find that they had been visited by thieves during the night. The visitors took the front master cylinder off one of the minder bikes and all the spare bars that were attached to the other minder bikes.

The Americans were the only team with their own team doctor. **Dr. Rick Hill** of Houston, Texas, and his wife, Cindy, accompanied the team for the second straight year. Dr. Hill also serves as team doctor for the American ISDE teams.

The Americans were treated to a tour of the **Acerbis factory** during their visit to Italy. Following the tour, the severely jet-lagged group was fed in the company cafeteria and given some very nice gifts to help them remember their visit.

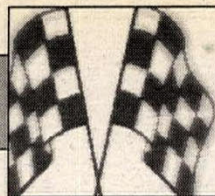
Picking a good **start time** in the TdN is crucial to a good finish. Last year, the U.S. drew number one - the first team out - and this had disas-

trous consequences. This year, Team USA used a new method to draw its start time. Minder Gary "Lucky" Jackson of Houston, Texas, was chosen to draw the start number due to the fact that his fortunes of late had been good. It worked. Jackson drew number 9, right in the middle of the pack, and the U.S. team was off to a good start.

While being followed by two members of the Australian team, U.S. team manager **Martin Belair** overshot a turn and found his bike flying into a 3-foot-deep concrete culvert that paralleled the loop. While Belair was able to avoid injury, and even keep his feet, he was not able to escape the howls of laughter coming from his Australian pursuers.

Ray Peters arrived in Italy to find that the bike being loaned to him by the Gas Gas factory was a 270, not a 320 as he is accustomed to riding. Regardless, Peters went on to be top American.

Spanish rider **Jordi Pasquet** had a dream week. The weekend before the TdN, he clinched the European Championship; then, when Spanish star David Cobos injured his wrist before the start, Pasquet, the alternate for the Spanish team, was thrown into the fray and onto the winning team.



CASHING OUT



IN VEGAS

Geo Roeder (66) only managed to finish sixth in the series finale in Las Vegas, but it was enough to give him the 750cc Expert title.

By Dave Hoenig
Photos by Flat Trak Fotos

LAS VEGAS, NV, OCT. 2

The 1998 AMA National Hot Shoe Series drew to a close on the Las Vegas Motor Speedway's half mile oval. Of the four classes being run, only the Harley-Davidson Sportster Performance class had been clinched. Corbin Racing/San Jose Harley-Davidson's Gary Rogers had locked up that title in Seattle.

So it came down to the other classes, and there was plenty of action as Geo Roeder II led the 750s ahead of Rich King while Brian Shirley was ahead of Tom McGrane Jr. in the 600cc Pro-Sports. In the 600cc Expert class, Dan Stanley held a three-point lead over Ken Coolbeth Jr. Everything would be decided in Vegas.

The Harley-Davidson Sportster Performance class was the first to attack the slick, bumpy oval. The 19 entries were divided into two heats, and the first one went to Widman's Harley-Davidson-sponsored Brian Kromroy as he easily outdistanced fast qualifier John Faulkner III. Joe Duvall topped the second heat on his The Wrench/Dick Lanes/Parcel Express-sponsored Sportster.

Faulkner led the 12-rider, 10-lap main into turn one, with Duvall right behind. The end of lap one saw a four-rider pack hit the line. Faulkner led Kromroy, Duvall and Rogers across the finish line.

Rogers was repeatedly attempting to pass coming high off turn four. After a couple of brushes with the wall, Rogers took the lead on lap six and was able to distance himself from the field while Duvall and Kromroy scrapped over second. Kromroy would eventually take that spot, with the top three well ahead of Faulkner in fourth.

Sean Lollar, Scott Deubler, Bob Moran and Yuhiko Hirao had a racelap battle over fifth, and they finished in that order. Chris Fitzhugh, Eric Wood, Eddie Dixon and Jeff Hiers rounded out the field.

The 600cc Pro-Sport title was still in

dispute coming into the final round, and the two contenders had to travel a long way to settle the matter. Points' leader Brian Shirley brought his Jayco Construction/Hart Racing/STC Trucking-backed Rotax all the way from Illinois, while Indian Motorcycle Supply/Gutteridge Harley-Davidson/Diems Cycles/Tom McGrane calls Pennsylvania home.

Twenty-four riders signed up for the Friday-night event, with four-lap qualifiers set to place them into three heat races, from which the top four would advance to the final. Californian Tony Souza ran away with the first heat on his Big Valley Ford/Bieffe/Motion Pro-backed CCM, and heat two featured title contenders Shirley and McGrane squaring off. Shirley led into the first turn, with McGrane all over him; Shirley gave way to McGrane's pressure on lap four. McGrane then pulled away to an easy win, but his only hope of winning the title ended when Shirley finished second and was ensured the seven points that would go to the last-place finisher in the 12-rider main.

The Pro-Sport main started as a four-rider battle, with Shirley leading McGrane, Dale Jones and Souza. Shirley and McGrane slipped away, and McGrane took the lead on lap five of the 12-lap race. Shirley seemed to lose his concentration and was soon challenged by Souza, who took over second place. But a mistake by Souza let Shirley back into the runner-up spot for the final two laps.

Dale Jones held off two-stroke Honda rider Rick Pearce and Jake Latimer for fourth. Bob Grant, Mike Forro II, Greg Sterling, Eric Beers, Tom Sherman and Dennis Cameron rounded out the field.

The only title that was truly in dispute was in the 600cc Expert class. Defending class champion Ken Coolbeth came in three points down to Dan Stanley, and the four-point difference between finishing first and second meant a win by Coolbeth would lock up the title.

In what was the largest class of the night, 35 riders had four heats, with the top three in each moving on to a 15-lap main event. Duvall charged into the lead of the first heat, with Coolbeth a distant seventh. Lap two found the Harley-Davidson of Missouri/Dave Burks Motorsports/Bill LePage-backed Coolbeth in second, and one lap later he was up front and pulling away. Duvall was left to battle with Jeff Annen, with

Annen getting by with two laps to go.

Pole sitter Greg Teague put his Allen-Marionaux Honda into the first turn first in heat two, but he was quickly swallowed up by Steve Mayfield and Beau Brown. The top three raced wheel to wheel the entire race. BBRP/Cecil Brown's Auto-backed Brown led laps six and seven before giving way to Mayfield Brokerage's Mayfield as both led Teague into the main.

Idemitsu/Rod Lake-sponsored Toby Jorgensen led Tim Eades and Jerry Southworth

off the line. Jorgensen and the Saddlemen/1-800-FASTHOG-backed Eades pulled away, as Southworth was under siege from Geramy Rackley and Jason Tyer. The three exchanged positions throughout the rest of the race, with Tyer managing to push his Karl & Kim Klement Racing/Phil Darcy Racing ATK into the last qualifying position.

Pole sitter Lonnie Pauley led the last heat off the line, but it was deemed that his start was too good, and Pauley would make the restart from the penalty line. Stanley got a huge holeshot and led early over Eddie Dixon, J.P. Simonsen and Don Hart. Stanley pulled his BBRP/Circle F Racing Frames/Gardner Racing-backed Rotax to an easy win, with Pauley taking second. Ryan Anderson slipped around Simonsen for the last transfer spot.

The season-long points battle between Stanley and Coolbeth came down to the final 15-lap race of the season. Jorgensen split the two leaders going into turn one as Stanley led. Coolbeth quickly set Jorgensen back and the head-to-head battle was on. Jorgensen also gave way to Eades for one lap before regaining third place. Jorgensen's mount expired going down the front straight as lap four came to a close, turning third back over to Eades. Mayfield made a late-race charge at Eades, but he came up just short.

Up front, Stanley held the lead until the sixth lap, at which point Coolbeth stormed by. Stanley's race was far from over as he made repeated charges at Coolbeth, but they all came up short. Annen rode to a lonely fifth, while Brown edged Tyer. Pauley, Greg Teague, Anderson and Duvall all bounced around in various positions, but finished in that order.

Jorgensen was the only rider not to finish.

The 29 Experts ran three 750cc heats to set their 12-rider main. Points leader Roeder led the first heat into turn one, ahead of Chris Carr and fast qualifier Dan Butler. The Roeder's Harley-Davidson/Mike's Harley-Davidson-backed Roeder led until the halfway mark, when Butler pushed his USC Racing/Lancaster Harley-Davidson/Dodge Brothers-backed Harley into the lead and ran away from a Roeder/Carr battle. Carr finished a close third on his Harley-Davidson of Sacramento/

Phoenix Racing Harley. Team Powell's J.R. Schnabel finished a solid fourth and moved on to the main.

Harley-Davidson of Missouri/Dave Burks Motorsports' Joe Kopp made short work of the second heat, as he finished way ahead of Harley-Davidson Motor Company's Scott Parker, Audiovox/Quaker State/Donahue Harley-Davidson's Brett Landes and Tommy Cummings Racing/Michigan Harley-Davidson Dealers' Will Davis.

The last heat was a close one, as Corbin Racing's Rich King and F&S Harley-Davidson's Steve Morehead battled away. King was able to keep his Honda up front, with Morehead and King the only riders with a mathematical chance of unseating Roeder from the points lead. Finishing a solid third was the USC Racing/Lancaster Harley-Davidson/Dodge Brothers-backed Bryan Bigelow. Johnny Murphree powered his new ride, the Coziahr Harley-Davidson/Buck-sponsored Harley, into the last transfer spot.

As the 15-lap, 12-rider main entered turn one, King led Kopp and Butler. Butler slipped into second at the end of lap one, leading Kopp, Landes, Morehead, Parker, Carr and Davis.

The fourth lap saw a major shake-up. After Butler was able to sneak under King going into turn one, Parker stuck his foot in a hole in turn three. After a spectacular save, Parker rode to the infield and straight to the pits. He made his way to his car and immediately left to tend to an injured knee.

While most eyes were on Parker, Butler pulled to a comfortable lead. King, meanwhile, had his hands full with Kopp and Morehead in hot pursuit. As the laps wore down, the field seemed satisfied with their positions, with only Roeder making a move. He passed Carr with three laps left to take over sixth. It was good enough to give Roeder his second Hot Shoe title. **CN**

Las Vegas Motor Speedway
Las Vegas, Nevada
Results: October 2, 1998

EX 750: 1. Dan Butler (H-D); 2. Rich King (H-D); 3. Joe Kopp (H-D); 4. Steve Morehead (H-D); 5. Will Davis (H-D); 6. Geo Roeder II (H-D); 7. Chris Carr (H-D); 8. Bryan Bigelow (H-D); 9. Johnny Murphree (H-D); 10. J.R. Schnabel (H-D); 11. Brett Landes (H-D); 12. Scott Parker (H-D).

EX 600: 1. Ken Coolbeth (W-R); 2. Dan Stanley (Rtx); 3. Tim Eades (Rtx); 4. Steve Mayfield (W-R); 5. Jeff Annen (W-R); 6. Beau Brown (W-R); 7. Jason Tyer (Rtx); 8. Lonnie Pauley (W-R); 9. Greg Teague (Hon); 10. Ryan Anderson (W-R); 11. Joe Duvall (ATK); 12. Toby Jorgensen (CCM).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE: 1. Gary Rogers; 2. Brian Kromroy; 3. Joe Duvall; 4. John Faulkner III; 5. Sean Lollar; 6. Scott Deubler; 7. Robert Moran; 8. Yuhiko Hirao; 9. Chris Fitzhugh; 10. Eric Wood; 11. Eddie Dixon; 12. Jeff Hiers.

PRO-SPT: 1. Tom McGrane Jr. (Rtx); 2. Brian Shirley (Rtx); 3. Tony Souza (CCM); 4. Dale Jones (Rtx); 5. Rick Pearce (Hon); 6. Jake Latimer (Hon); 7. Bob Grant (Rtx); 8. Mike Forro II (Rtx); 9. Greg Sterling (Hon); 10. Eric Beers (W-R); 11. Tom Sherman (Rtx); 12. Dennis Cameron (Hbg).

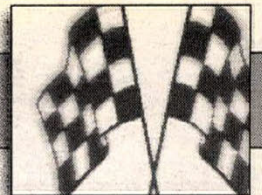
Hot Shoe National Championship Series (Final Point Standings)

EX 750: 1. Geo Roeder II (99/2 wins); 2. Rich King (89/1); 3. Steve Morehead (77/1); 4. Chris Carr (60); 5. Dan Butler (53/1); 6. Will Davis (41); 7. Mike Varnes (36); 8. Steve Beattie (33); 9. (TIE) Lonnie Kopp/Steve Liberty (32); 11. Kyle Long (31); 12. Kevin Varnes (30); 13. (TIE) Chris Evans/Gary Rogers (29); 15. J.P. Simonsen (26).

EX 600: 1. Ken Coolbeth Jr. (135/2 wins); 2. Dan Stanley (134/2); 3. Joe Kopp (105); 4. Mike McKee (76/1); 5. (TIE) Lonnie Pauley (2)/Jeff Annen (71); 7. Paul Iwanaga (66); 8. Steve Mayfield (63); 9. Brett Landes (47); 10. Josh Butler (46/1); 11. Shawn Clark (44); 12. Marc Gifford (41); 13. (TIE) Jason Sentell (1)/Toby Jorgensen (40); 15. (TIE) Scott Parker (1)/Eli Price (1) (39).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE: 1. Gary Rogers (92/2 wins); 2. Jason Fletcher (42/1); 3. Shaun Russell (38/1); 4. Tim Lorge (35); 5. Sean Lollar (33); 6. John Faulkner III (30); 7. Chris Fitzhugh (26); 8. (TIE) Tom McGrane Jr./Mike Speh (24); 10. Scott Stump (23/1); 11. Michelle Disalvo (22); 12. Yuhiko Hirao (21); 13. Eddie Dixon (20); 14. (TIE) Robert Weiss/Tim Eades/Paul Morgan/Brian Kromroy (19).

PRO-SPT 600: 1. Brian Shirley (127/2 wins); 2. Tom McGrane Jr. (114/1); 3. Joe Eades (81/2); 4. Donnie Steward (61/2); 5. Tony Souza (55/1); 6. Kurt Hawk (54); 7. Jason Goodwin (51); 8. Tony Fox (44); 9. Kevin Hilbert (40); 10. (TIE) Toby Jorgensen (1)/Jeff Landrum (38); 12. John Winsett Jr. (35); 13. Eric Beers (33); 14. (TIE) Greg Tysor (1)/Bob Grant (32).



By Tony Alessi

PALMDALE, CA, OCT. 4

Chris Gosselaar raced like a modern-day Guy Cooper en route to wins in both the 125 and 250cc Pro classes during round four of the CMC Sunstar Sprockets Trans-Cal Nationals, held at Los Angeles County Raceway.

The 125cc Pro race had all the ingredients of a pay-per-view event, as the rookies took on the seasoned veterans.

Honda of Troy's Casey Lytle led for a good part of the race but was passed late in the moto by local Pro Jeremy Chaussee. Team Green rider Billy Payne and newly signed Honda/FMF racer Gosselaar both fell early in the race, and together they battled their way back inside the top three.

The two future stars started banging on one another. First Gosselaar took a line from Payne; then Payne retaliated by shoving Gosselaar off the course. Gosselaar finally ended by putting Payne on the ground just before the bridge jump.

"Yeah, we were getting into one another pretty good out there," Payne said. "He's actually a pretty fast rider, but he swaps a lot when he's in front of you. Fortunately, most of the time I am in front."

Gosselaar went on to finish third behind Lytle and Chaussee, while Payne returned to the pits with a badly damaged motorcycle.

The second moto saw Payne and Gosselaar battle for the lead for most of the race. Payne kept a cool demeanor and shrugged off all pass attempts by Gosselaar to seal the moto win.

Gosselaar became a little crazed on the final lap in an attempt to pass Payne and went off the course.

"I kind of blew it," he said. "I knew I had the overall, but I wanted to win."

In the end, Gosselaar's mistake dropped him to third, behind Tim Langdon, but it was still enough for the overall win.

When the dust settled, Gosselaar was given the victory with a 3-3 tally, topping Lytle's 2-4, Langdon's 7-2, Doug Parson's 6-5 and KTM rider Mark Tilley.

Gosselaar and Payne returned in the 250cc Pro race, and it was the clash of the gladiators all over.

Payne led most of the first moto but bobbled on the final lap and was passed by Gosselaar, who went on to win the moto.

The second moto saw Mike Young in his 250cc Pro race debut pull the holeshot and lead for a while before Gosselaar shot into the lead and promptly disappeared.

Payne started badly and spent the whole race working back up to fourth, behind Young, who was passed on the last lap by Chaussee and today's top gun in the Pro ranks - Gosselaar.

R.J. Thompson, who is a Billy Payne prodigy, was unstoppable in the 125cc Intermediates today as he dominated both motos of competition on his Thousand Oaks Kawasaki-sponsored KX.

Brazilian racer Norberto Debernardi recovered from poor starts to collect second, while Gerrad Ordelman survived an intense second moto to round out the top three.

Team Green/R&D Racing-backed Mike Alessi was today's most successful mini racer, as he scored two class wins. Alessi won three out of four motos en route to victory in the 80cc (7-11) and 60cc (9-11) classes. Alessi topped hard-charging Edward Herring and "Jet" Brown in the 80cc (7-11) contest, and his brother Jeff and Mark Proscelle in the 60cc (9-11) class. **CN**

Los Angeles County Raceway Palmdale, California Results: October 4, 1998

50 (4-6): 1. Cody Farrar (KTM); 2. Dylan Pemberton (Cob); 3. Tommy Aquino (KTM); 4. Jake Lacey (KTM); 5. Chase Lippie (KTM).

50 (7-8): 1. Danny Gonzalez (Cob); 2. Bill Ballestero (Hon); 3. Chapman Fiene (KTM); 4. Tylor Hemme (KTM); 5. Jake Canada (KTM).

60 (0-8): 1. Cole Seely (KTM); 2. Trent Pugmire (Kaw); 3. Jonathan Arana (Kaw); 4. Chad Gores (Kaw); 5. Tanner Langham (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Mark Proscelle (Kaw); 4. Shane Patao (Kaw); 5. Douglas Carter (Kaw).

80 BEG: 1. Ryan Happy (Kaw); 2. Sean Borkenhagen (Kaw); 3. Jeff Vaughn (Yam); 4. Erik Fauscette (Hon); 5. Chris Nishimura (Hon).

80 (7-11): 1. Mike Alessi (Kaw); 2. Edward Herring (Kaw); 3. Jarred Brown (Yam); 4. Jeff Alessi (Kaw); 5. Jeff Loop (Yam).

80 (12-13): 1. Sean Collier (Kaw); 2. Robby Woods (Hon); 3. Caleb Gosselaar (Hon); 4. Dane Patao (Kaw); 5. Brent Line (Yam).

80 (14-16): 1. Ross Garcia (Yam); 2. Erik Meyer (Yam); 3. Todd Gosselaar (Hon); 4. Kyle Mace (Yam); 5. J.R. Terry (Yam).

S/MINI: 1. Jonathan Shimp (Yam); 2. Ross Garcia (Yam); 3. Sean Collier (Kaw); 4. J.R. Terry (Yam); 5. Michael Parker (Hon).

125 BEG: 1. Woody Stahl (Kaw); 2. Joe Felts (Suz); 3. Andrew Cordos (Yam); 4. Chris Epper (Yam); 5. Rooky Pinney (Yam).

125 JR: 1. Scott Howe (Yam); 2. Chad Frank (Yam); 3. Daniel Bagwill (Suz); 4. Danny Cooper (Yam); 5. Eddie Laret (Yam).

125 INT: 1. R.J. Thompson (Kaw); 2. Norberto Debernardi (Kaw); 3. Gerrad Ordelman (Yam); 4. Rafael Mean (Yam); 5. Michael Collier (Kaw).

125 PRO: 1. Chris Gosselaar (Hon); 2. Casey Lytle (Hon); 3. Tim Langdon (Kaw); 4. Doug Parsons (Yam); 5. Marc Tilley (KTM).

250 INT: 1. Jeremiah Moore (Hon); 2. John Zahrt (Kaw); 3. Michael Collier (Kaw); 4. Nick Mairose (Suz); 5. Chris Barrett (KTM).

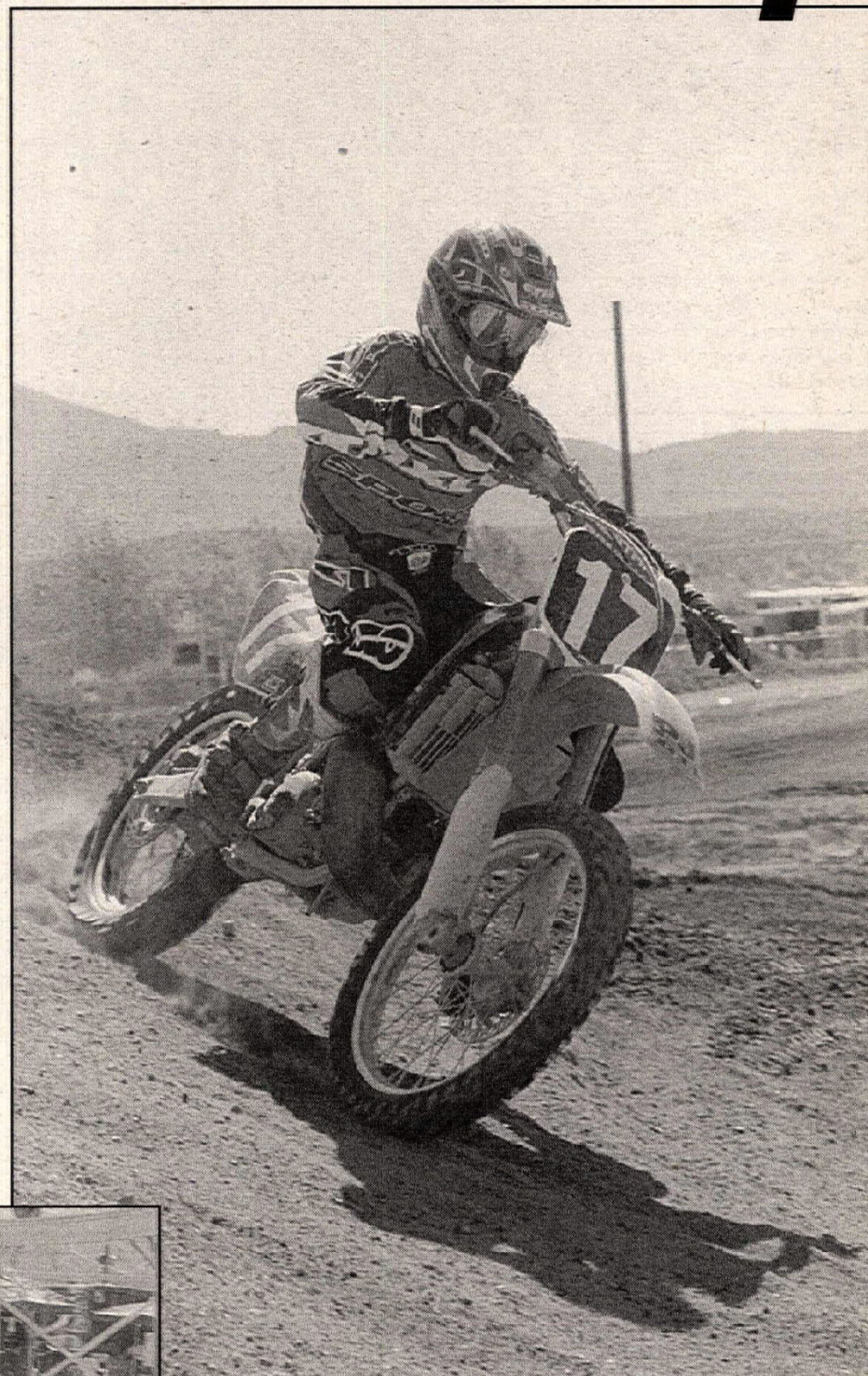
250 PRO: 1. Christopher Gosselaar (Hon); 2. Jeremy Chaussee (Kaw); 3. Billy Payne (Kaw); 4. Michael Young (Yam); 5. Tim Sharp (Kaw).

500 AM: 1. Cole Townsend (Yam); 2. D.J. Humphries (Yam).

25+ PRO: 1. Billy Mercier (Kaw); 2. Tim Sharp (Kaw); 3. Bryan Nelson (Yam); 4. Mat Bateman (Suz); 5. Joe Hopkins (Kaw).

25+ AM: 1. Chuck Kober (Suz); 2. Ed Guajardo

Gosselaar revs it up



(Above) Red-hot Chris Gosselaar won both the 125 and 250cc Pro classes during the fourth round of the Trans-Cal Series at the Los Angeles County Raceway. (Left) Jonathan Shimp (3) leads the pack as they leave the gate in the Super Mini class during the Trans-Cal Series. Shimp won the class.

(Suz); 3. Tom Bell (Suz); 4. Cecil Avery (Hon); 5. Lance White (Suz).

25+ MSTR: 1. Jon Zahrt (Kaw); 2. Nick Mairose (Suz); 3. Dan Berg (Suz); 4. Joe Root (Suz).

30+ JR: 1. Rick Smith (Yam); 2. Paul Berton (Hon); 3. Bob Bang (Kaw); 4. Darin Nishimura (Yam); 5. Vic Walker (Yam).

30+ MSTR: 1. Jon Zahrt (Kaw).

40+ AM: 1. Robert Leonard (Yam); 2. Randy Rogers (Yam).

40+ MSTR: 1. Tracy Oswell (Yam); 2. Mark Gambella (Yam); 3. Joe Root (Suz); 4. Jef Harriott (Kaw); 5. Jim Diyorio (Yam).

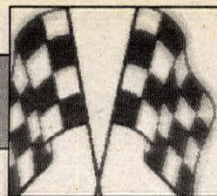
VET BEG: 1. Stewart Fiehler (Yam); 2. Donnie Bales (Hon); 3. Gary Garner (Yam).

VET INT: 1. Robbie James (Yam); 2. Ed Guajardo (Suz); 3. John Posea (Suz); 4. Chad Nelson (Yam); 5. Greg Pierce (Yam).

VET PRO: 1. Bryan Nelson (Yam); 2. Joe Hopkins (Kaw).

WMN: 1. Jamie Pamintuan (Suz); 2. Jennifer Caputo (Yam); 3. Dawn Rogers (Yam).





McGavran cleans up



By Greg Robertson

PERRIS, CA, OCT. 4

Close to 300 riders packed into Perris Raceway for round three of GFI Racing's annual Fall Series. Without a doubt, the fastest rider at the Pro Circuit-sponsored event had to be Pro Bryan McGavran - the 16-year-old rookie Pro who simply ran away with the 125 and 250cc Pro-class wins.

McGavran's domination of the 250cc Pro class was evident right from the drop of the gate as the YZ400F-mounted rider absconded with the holeshot in the single 20-minute moto.

Danny Carlson held down second place for about five turns before going down.

"I was behind Bryan and my back wheel got out of a rut and it flipped me over," Carlson said.

Steve Drew inherited the runner-up position but was overtaken by Ty Kady within a lap. Oscar Valdez had his Suzuki up into third by lap four to lead Drew, Raymond Bowers and Jason Fields.

McGavran was motoring, as he had built a seven-second cushion by lap seven and would double it by the completion of the 17-lap moto.

"I got a good start and just charged," said the NCY/Fox/Pro Circuit/CTI/Oakley-backed McGavran after the win. "The race really wasn't too hard - it was pretty fun."

Longtime Suzuki rider Kady switched brands and looked good on his new YZ250 as he ran pretty much by himself to collect the second-place money.

"This new bike is going to work out good; and when those guys at Pro Circuit get a hold of it, it's gonna rip," said the Anaheim Yamaha/Pro Circuit/MSR/CTI/Smith/Dunlop-sponsored Kady. "I felt pretty good for as little saddle time as I've had."

Third-place payback went to Valdez, who, much like Kady, circulated the track for most of the moto with no pressure.

(Above) Bryan McGavran (31) leads the 250cc Pro class at the GFI Fall Series South event at Perris Raceway.

(Right) Tyson Taylor ended up second in the 250cc Pro class, finishing behind McGavran, who ended up winning both the 125 and 250cc Pro classes.

"I just spun off the gate and didn't get a very good start and had to work my way through. It's real hard to pass out there," said the ZLT/Bill's Pipes/Pro Grip/Applied Racing/Straight Edge-backed Suzuki rider. "I noticed I was catching Kady a little, but the bike wasn't set up right - it was bottoming out everywhere."

Carlson went down again in the same turn that bit him on the first lap, but he got down to business and by the finish he had charged all the way up to fourth, ahead of Bowers.

"I was catching Valdez, and Kady wasn't that far in front of him," Carlson said. "If I had a couple more laps, I might have caught them. I was wondering how many more laps there were to go. I mean, I wasn't even tired at all."

It wasn't even close in the 20-minute 125cc Pro moto, as McGavran nailed the holeshot and then proceeded to put a second per lap on the field for a seemingly easy victory.

"The track really wasn't very good; it was real one-lined and slippery," he said. "I wasn't riding too hard, just pushing it little bit. I'd like to thank my mechanic, Jason Duncan, for doing a really good job on my bike."

Valdez held down second for the first five laps before a bobble while exiting a deeply rutted corner handed Tyson Taylor the position. Tyler Evans pushed Valdez back to fourth a couple of laps later. Carlson was working up from a bad start and dived under Valdez for fourth place at the halfway point. Carlson railed around Evans

and then closed to the back door of Taylor.

With a lap remaining, second place was up for grabs as Taylor and Carlson duked it out. A do-or-die pass attempt on Carlson's part didn't pan out, and FMF/Works Connection-sponsored Honda pilot Taylor finished in second.

Carlson was up and under way to still finish third ahead of Evans and Valdez.

"It's hard when you come from the back, because there's nowhere to pass," said Carlson. "I just took my time for the first couple of laps and let everything spread out and then just picked them off. I caught up to Taylor but there just wasn't enough time. I went to dive underneath him in the back - it was a pass-or-fall - and I almost pulled it off."

Brian Reichel, Bomber Hernandez and Nathan Craig argued over the first 250cc Intermediate moto lead until Reichel and Hernandez fell victim to the tricky Perris Raceway ruts and went down. Todd Mitchell came from out of the pack to make Craig really work for the moto win.

Mitchell was untouchable in the second moto, putting his One Industries-backed RM250 into the early lead and never looking back. Kevin Geyer hounded Craig for the entire moto and managed a last-lap pass to finish in second and third overall behind Craig in the final standings.

Sean Hamblin overcame his fifth-place start to easily collect the 125cc Intermediate first-moto win, in front of Dusty Walters and Chris Sprenkel.

Walters reeled off the second-moto

holeshot, with Hamblin and Sean O'Connor in tow. Hamblin made his way to the front within a lap but was having trouble shaking Walters. Despite his silencer pulling out of its pipe connection and blasting everyone within earshot, Hamblin slowly inched away from Walters to sweep the class. Sprenkel put in a fantastic ride, coming from a last-place start to put a last-lap pass on O'Connor for fourth in the moto and sewing up third overall. Jake Elkins and O'Connor rounded out the top five.

Perris Raceway
Perris, California

Results: October 4, 1998 (Round 3)

50 STK (4-6): 1. Dakota Garner (Cob); 2. Brett Downey (Cob); 3. Bryce Stewart (KTM); 4. Justin Jeffers (KTM); 5. Brandon Blyth (KTM).

50 STK (7-8): 1. Richard Sterling (KTM); 2. Jonathan Horgan (KTM); 3. Cody Tithof (KTM); 4. Cody Jeffries (KTM); 5. Jessica Ciarletta (KTM).

50 OPEN: 1. Johnny Jelderda (KTM); 2. Dakota Garner (Cob); 3. Bryce Stewart (KTM); 4. Brett Downey (Cob).

60 F/T: 1. Johnny Jelderda (Kaw).

60 BEG: 1. Shawn Hayes (KTM); 2. Warren Davis (KTM); 3. Casey Huntley (Kaw); 4. George Jeffers (Kaw); 5. Zachary Cruz (Kaw).

60 NOV: 1. Roberto Jiron (Kaw); 2. B.J. Bohrer (Kaw); 3. Justin Carmody (Kaw); 4. Derreck Murphy (Kaw); 5. Bobby Hesse (Kaw).

60 OPEN: 1. Cas Swift (Kaw); 2. B.J. Bohrer (Kaw); 3. Roberto Jiron (Kaw); 4. Justin Carmody (Kaw); 5. Casey Huntley (Kaw).

80 BEG: 1. Michael Serrato (Yam); 2. Steven Forsythe (Yam); 3. Weston Peick (Suz); 4. Shane Rasmussen (Yam); 5. Matthew Kelly (Hon).

80 NOV: 1. Brandon Currie (Kaw); 2. Scott Theobald (Yam); 3. Spencer Meneke (Yam); 4. Michael LaPaglia (Suz); 5. Keaton Haag (Yam).

80 INT: 1. Brandon Layton (Yam); 2. Donnie Gritton (Yam); 3. Brandon Schlegel (Yam); 4. Scott Simon (Yam); 5. Ben Ransaran (Hon).

80 EX: 1. Billy Laninovich (Yam); 2. Jesse Casillas (Yam); 3. Brandon Stadden (Yam).

S/MINI: 1. Billy Laninovich (Yam); 2. Brandon Layton (Yam); 3. Jesse Casillas (Yam); 4. Scott Simon (Yam); 5. Tyler Duncan (Yam).

125 BEG D-1: 1. Nick Melanson (Kaw); 2. Israel Ochoa (Suz); 3. Tony LaCorte (Yam); 4. Corey Murphy (Hon); 5. Jon Silva (Yam).

125 BEG D-2: 1. Robert May (Yam); 2. Bill Anderson (Yam); 3. Mike Chamberland (Suz); 4. David Boyse (Yam); 5. Ryan Good (Yam).

125 NOV: 1. Matt Condon (Yam); 2. Jason Ciarletta (Yam); 3. Richie Owens (Yam); 4. Kane Jameson (Yam); 5. Corey Macomber (Yam).

125 INT: 1. Sean Hamblin (Yam); 2. Dusty Walters (Yam); 3. Chris Sprenkel (Suz); 4. Jake Elkins (Yam); 5. Sean O'Connor (Yam).

125 PRO: 1. Bryan McGavran (Yam); 2. Tyson Taylor (Hon); 3. Danny Carlson (Yam); 4. Tyler Evans (Suz); 5. Oscar Valdez (Suz).

250 BEG: 1. Jake Smith (Hon); 2. Alvino Garcia (Yam); 3. Jarron Paulson (Yam); 4. Zac Marquez (Hon); 5. Brian Smolski (Yam).

250 NOV: 1. Jason Myhren (Suz); 2. David Nickols (Hon); 3. Jon Davidson (Yam); 4. Patrick Terry (Yam); 5. Wayne Brewster (Kaw).

250 INT: 1. Todd Mitchell (Suz); 2. Nathan Craig (Yam); 3. Kevin Geyer (Kaw); 4. Travis Smith (Kaw); 5. Rudy Rodriguez (Kaw).

250 PRO: 1. Bryan McGavran (Yam); 2. Ty Kady (Yam); 3. Oscar Valdez (Suz); 4. Danny Carlson (Yam); 5. Raymond Bowers (Hon).

25+ BEG: 1. Brian Smolski (Yam); 2. Steve Peterson (Hon); 3. Kevin Gotto (Suz); 4. Joel Plitt (Yam); 5. Steve Bullock (Yam).

25+ NOV: 1. Matt Eagleton (Kaw); 2. Jay Pavlovic (Hon); 3. Josh Mussche (Yam).

25+ INT: 1. Revelle Harrison (KTM); 2. Raymond Hensley (Yam); 3. Tony Sulli (Suz); 4. Craig McCall (Kaw); 5. Chris Turner (Kaw).

25+ EX: 1. Todd Mitchell (Suz); 2. Martin Klossner (Yam); 3. Dustin Evans (Hon).

30+ BEG: 1. Mike Carr (Hon); 2. Jeff Millard (Yam); 3. Tim Dunaway (Suz); 4. Kevin Gotto (Suz); 5. John Matteva (Hon).

30+ NOV: 1. Matt Eagleton (Kaw); 2. Jay Pavlovic (Hon); 3. Jerry Jackson (Kaw); 4. Bob Arthur (Yam); 5. Glenn Daunch (Hon).

30+ INT: 1. Tony Sulli (Suz); 2. Craig McCall (Kaw); 3. Chris Swift (Yam); 4. Bob Johnson (Kaw).

35+ NOV: 1. Mike Carr (Hon); 2. Louie Tozzer (Hon); 3. G. Erickson (Kaw); 4. Mark Hesse (Yam); 5. Louie Peick (Yam).

35+ INT: 1. Greg Nash (KTM).

40+ NOV: 1. Brad Sloan (Yam).

40+ INT: 1. Mike Altenhofel (Hon).

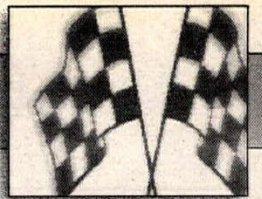
40+ EX: 1. Ron Turner (Yam).

O/T NOV: 1. John Webb (Hon); 2. Bob Klatt (Kaw).

O/T AM: 1. Ken Beach (Yam); 2. Jeff Hawthorne (Suz); 3. Hank Owen (Kaw).

O/T EX: 1. Larry Hipp (Yam); 2. Bill Blyth (Kaw).

PRO CIRCUIT TEAMRACE: 1. Dave Pleasant (Suz); 2. Brian Smolski (Yam); 3. Andy Rasmussen (Yam); 4. Dan Worley (Yam); 5. Josh Mussche (Hon).



By Mark Uth/Trail Rider Magazine

SHIPPENSBURG, PA, SEPT. 13

Bromley KTM's Rich Lafferty used a solid ride and some fortuitous breaks to put an end to defending champ Fred Hoess' streak of ECEA Enduro overall victories. At the Michaux Enduro, Lafferty eked out the overall win on emergency points over 1996 series champ Mark Spence, each rider finishing with matching six-point cards. Hoess filled out the podium by finishing third.

"It was a no-BS race with good check placement that kept everyone honest," Lafferty said. "Everything was working on my KTM, and I was just having a good time. I got Mike's (Lafferty) tuner, Alan Randt, to set up my suspension and it was just awesome - it soaked up everything in its path."

Good, working equipment notwithstanding, it took a gaffe in Spence's day to seal the victory for Lafferty. Spence and Lafferty traded blows all day long - Spence twice beating Lafferty for a point at checks two and nine, and Richard twice coming back to even things up. Spence should have won it, too, except for a double shot of problems that began with his timekeeping equipment late in the day. A computer meltdown caused him to unnecessarily drop a point at check 14, the day's final check. It was a check that was easily zeroed by top riders. Earlier in the day, Lafferty gained a point at check seven, an E-check that also yielded an edge in seconds. Combining the two, Spence ended up the bridesmaid, finishing up with a six card but losing on the seconds. Hoess said afterward that his starting position (row 35) contributed to his third-place finish. While overtaking slower riders perhaps factored into things, Hoess still finished a strong seven points down and even beat Spence's E-point score, 110-118.

The South Penn Enduro Riders had laid out an 80-mile ride for the day that included a significant amount of new trail for the first time in several years. Race-day weather was clear and a bit warmer than usual, with high temperatures easily running into the high 80s. Most sections were clear and dry, plenty fast for riders willing to screw it on over trail and wood roads littered with loose granite. Special tests were short, with ample post-checkout reset time to get all back on time. There were no real stoppers, although a couple of nasty uphill climbs in the morning loop managed to trap many novice riders. A dozen or more were seen stranded on one such climb that at first looked not all that steep. However, ruts and crevasses formed between loose boulders separated by fine dry silt defeated momentum and provided little traction. The aroma of ethylene glycol hung thick in the still air. New trail sections provided another highlight: fresh serpentine tracks of brown loam that wound among rock piles and stands of picturesque mountain laurel - no doubt a fun ride.

Other notable finishers on the day included Bill Atkinson and Dave Maco, who rounded out the top five overall, filling the fourth and fifth seeds, respectively. The KTM-mounted Atkinson finished with a seven-point card, about 20 E-points behind Hoess. Atkinson maintains a lock on third place in the series points standings. A surprising Dave Maco put in another fine ride aboard his aging Suzuki RMX, dropping eight on the day and adding another High Point A trophy to his collection. A-class riders Mark Hummel, Rich Moyer, Ken Law

and Joe Wallace were runners-up to the HPA, each posting 10-point scores to fill the sixth- through ninth-overall slots, respectively.

In B-class action, Sean Cully piloted his KDX200 to a thrifty 14-point score to earn the High Point B trophy. High Point runners-up - each dropping 16 on the day - were Gerry Kitts, Ray McKnown and Steve Bromley. KTM rider Chris Tlack used a 22-point card to claim top honors in the Novice class.

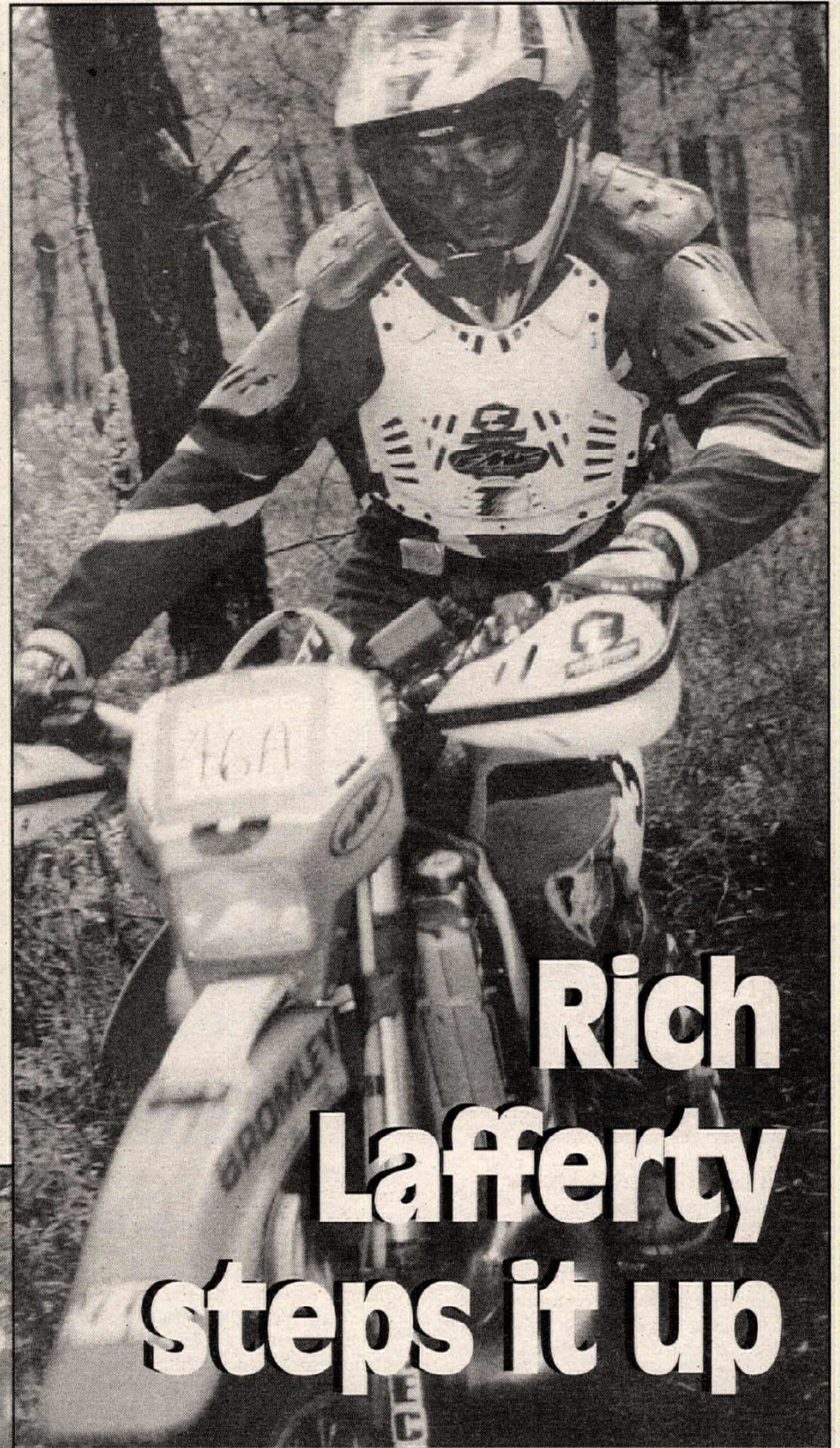
The Lafferty victory turns up the heat on the series points chase, giving defending champ Hoess, who currently holds a narrow points lead, little room for error.

"I'm glad it's a close race," Lafferty said, regarding his quest for his first series title. "You know, it's better to be battling at every event rather than just walking away with the title. It keeps you sharp and on top of your ride. Some people have suggested that Freddy's (Hoess) high-spiritedness and take-no-prisoners competitive drive somehow poisons the waters between us. The fact is, that's just not true. To me, Fred's attitude is immaterial. He's a great competitor and worthy rival, and if that's his thing and it works for him, so be it." **CN**

Michaux Enduro
Shippensburg, Pennsylvania
Result: September 13, 1998

GRAND CHAMP: Rich Lafferty (KTM).
H/P A: Dave Maco (Suz).
H/P B: Sean Cully (Kaw).
H/P C: Chris Tlack (KTM).
O/A: 1. Richard Lafferty (KTM); 2. Mark Spence (Hon); 3. Fred Hoess (Suz); 4. Bill Atkinson (KTM); 5. Dave Maco (Suz); 6. Mark Hummel (Hon); 7. Rich Moyer (Suz); 8. Ken Law (Hon); 9. Joe Wallace (Hon); 10. Craig Shenigo (KTM).

(Right) Rich Lafferty scored the overall win at the ECEA Michaux Enduro in Pennsylvania.
(Below) Bill Atkinson finished fourth overall.



Rich Lafferty steps it up



AA: 1. Richard Lafferty (KTM); 2. Mark Spence (Hon); 3. Fred Hoess (Suz); 4. Bill Atkinson (KTM); 5. Craig Shenigo (KTM).

A 125: 1. M. Dean Spencer (Yam); 2. Mike Sigety (G-G); 3. Greg Davies (Yam); 4. John Roeske (Kaw); 5. Craig Copeland (TM).

A 200: 1. Rob Mohn (Kaw); 2. Todd Lockard (Kaw); 3. Tim Shepps (Kaw); 4. Eric Corbin (Kaw); 5. Ed Hamilton (Kaw).

A 250: 1. Jamie Wright (Yam); 2. Jeff Moyer (KTM); 3. Kevin Schuler (Kaw); 4. Dan Foster (Kaw); 5. John Ross (Hon).

A OPEN: 1. Mark Hummel (Hon); 2. Dean Spencer (KTM); 3. James Lanvator (KTM); 4. George English (KTM); 5. James Reber (Kaw).

A 4-STRK: 1. Joe Wallace (Hon); 2. Mike McHale (Yam); 3. Marc Grossman (Kaw); 4. Ken Zabroski (Hon).

A VET: 1. Dave Maco (Suz); 2. Rich Moyer (Suz); 3. Ken Law (Hon); 4. Mike Beeler (Yam); 5. James Gungelman (Yam).

A S/SR: 1. Tom Ebersole (Hon); 2. Scott Wolfersberger (Yam); 3. Roy Fliegau (KTM); 4. Jack Lafferty Sr. (KTM); 5. Farrell Lord (Kaw).

B 125: 1. Gerry Kitts (TM); 2. Ron DeCaro (Yam); 3. Joe Marchesani (Yam); 4. Aaron Kalisher (G-G); 5. Randy Loper (Hon).

B 200: 1. Sean Cully (Kaw); 2. George Potts (Kaw); 3. Ken Saubier (KTM); 4. George Jensen (Kaw); 5. Dan Carper (Kaw).

B 250: 1. Ray McKnown (Kaw); 2. Steve Jamison (Hon); 3. Jim Shainline (Hon); 4. Bill Gilbert (Yam); 5. Tim Wilson (Hon).

B OPEN: 1. George Sigler (KTM); 2. Mike Graham (Hon); 3. Rod White (KTM); 4. Mike Sharp (KTM); 5. Steve Snyder (KTM).

B 4-STRK: 1. Chris Crull (Yam); 2. Pete Burnett (Hon); 3. Dave Smiley (Hon); 4. Chuck Sullivan (Hon); 5. Rob Comber (Yam).

B VET: 1. Steve Bromley (KTM); 2. Jim Erickson (Hon); 3. Wade Johnson (Suz); 4. Dave Harner (Suz); 5. Chris Lambert (KTM).

B SR: 1. Dan Compton (KTM); 2. J. Devlin (Hon); 3. Charles Ellis (Yam); 4. Dave Van Pelt (Kaw); 5. Les Nie (Hon).

B S/SR: 1. Fred Najork (KTM); 2. Larry Rice (KTM); 3. Bryce Moyer (Kaw).

C 200: 1. Ryan Fleagle (Kaw); 2. Alan Bopp (KTM); 3. Jacob Williams (Kaw); 4. Ricky Rittel (Yam); 5. John Dobrosky (Yam).

C 250: 1. Steve Rice (Kaw); 2. Chad Gregory (Yam); 3. Todd Thoman (Hon); 4. Don Haugat (KTM); 5. Louis McLow (Suz).

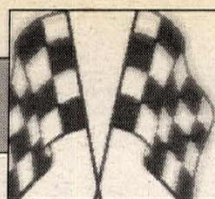
C OPEN: 1. Chris Tlack (KTM); 2. Erik Wynters (KTM); 3. Ron Carper (KTM); 4. Jan Bera (KTM); 5. Scott Sregmeister (KTM).

C VET: 1. Paul Mourar (Kaw); 2. Eric Eichorst (Hon); 3. Doug Gast (Kaw); 4. Todd Gross (Kaw); 5. Rob Herriot (Kaw).

C 4-STRK: 1. Dave Marchese (Hon); 2. Bob Bishop (Hon); 3. Reed Houck (Kaw); 4. Doug Thorsen (Suz); 5. Jesse Wenrick (Hon).

WMN: 1. Kathi Campbell (Kaw).

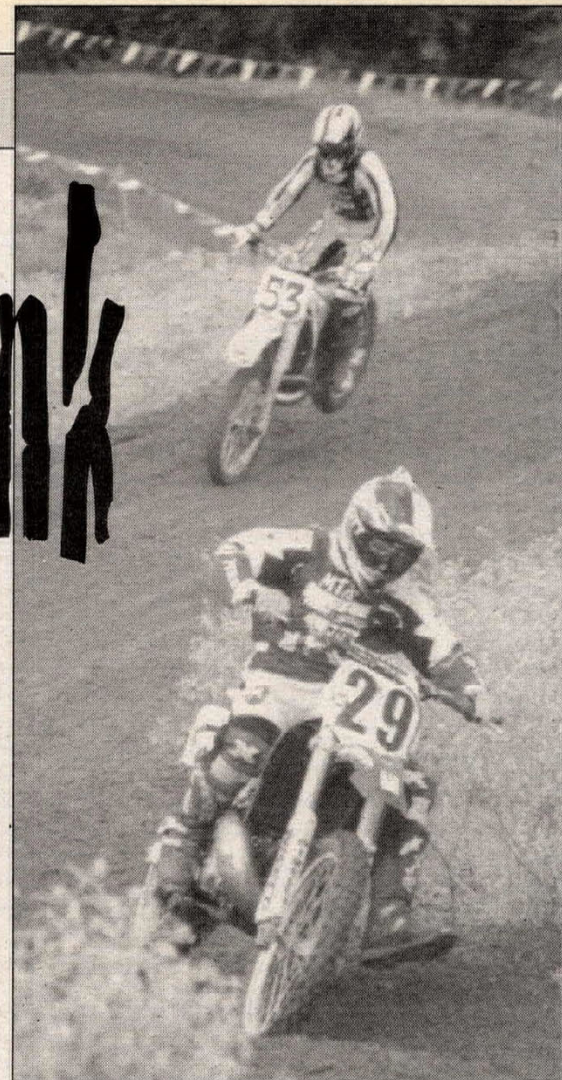
MSTR: 1. Joe Galie (Yam); 2. Dan Van Driel (Hus); 3. Rob Hoover (Hon); 4. Ed Baker (Kaw).



Brown breaks the bank



(Left) Mike Brown (100) took charge at the Pro Challenge MX at Swan Cycle Park in Texas. Brown won both the 125 and 250cc Pro classes. Here, he chases down Travis Hodges. (Right) Jeff Dement (29) took runner-up honors in both classes. Charlie Bogard (53) gives chase.



By Kat Spann and The Beckster
Photos by Connie Johnson

TYLER, TX, SEPT. 27

Honda of Troy's Mike Brown powered his way to a four-moto sweep in both the 125 and 250cc Pro classes to take home a healthy chunk of the \$20,000 Pro purse that was up for grabs at the Yamaha-presented fourth annual MTA Bridgestone Pro Challenge at Swan Cycle Park.

"I've been coming to this event for four years now, and I look forward to it each year," Brown said while collecting his cash.

Jeff Dement and Josh Demuth battled over the second-place positions throughout the day in both the 125 and 250cc classes, with Dement taking the runner-up spots overall.

Travis Hodges took the holeshot in the first 125cc moto, with rookie Travis Elliott in his wake. Elliott took over the lead near the end of the first lap and kept his Plano Honda/J&M Racing-backed CR in front, while from his third-place spot Keith Johnson watched Elliott extend his lead on Hodges.

"I passed Hodges on the back straight," Elliott said. "He went inside and I went outside."

The remaining 40 riders scrambled for position, and one of those riders was Brown, who suffered a less-than-stellar start in 13th.

"I bogged a little bit off the start and everyone was coming in to me," Brown said. "Sometimes it's good for me to start like that and get a bit of a workout,

but it's a lot easier if you can start in front."

Dement gated fourth but passed Johnson on lap four to move into third.

Brown, meanwhile, continued to charge forward. By the end of the fifth lap, Brown caught up to Dement. Brown eventually took the inside line into Catfish Corner and made a clean pass. He then began the search for second and eventually got around Hodges. From there, Brown set after the leader, Elliott - and soon got him, as well.

Once in the lead, Brown continued his charge and began to distance himself from Elliott.

Dement, meanwhile, set after Hodges and got him.

A few positions back, the boys of Kawasaki of Carrollton - Cliff Palmer and Demuth - waged their own war that eventually carried them up to third and fourth.

Demuth broke away from Palmer and set after Dement in the late stages. Demuth then sliced inside of Dement in the big bowl sweeper to make the pass for second. The remaining seven minutes of the 25-minute moto saw no changes in the top five spots, as Brown motored on to take the win.

"I worked up to second, and then Brown passed me and pulled away," Dement said. "I got tight, and Josh Demuth put a good pass on me. He had some good lines."

The second moto belonged to Brown all the way. He grabbed the holeshot and never looked back.

Elliott gated second, followed by Joey Pratt and Dement. Jake Martin

grabbed some throttle and passed both Dement and Pratt by the end of the first lap, but then Dement turned on the gas and got around Martin. Dement then passed both Pratt and Elliott on the second lap, but Brown had already established a sizable lead on the pack and rode a perfect race to the checkered flag.

Demuth raced up from a midpack start to challenge Dement on lap five,

and for the next few laps they got into a cat-and-mouse race for second. Demuth pulled alongside Dement over the finish-line jump on lap 10, and then he made a pass in the tower turn. Dement kept close to Demuth for two more laps before he emerged from the wooded section in second.

"I went off the track and Dement got by me," Demuth said.

Dement held on to his position and chased - at a distance - Brown to the checkered flag, followed by Demuth, Jeff Willoh, Dennis Owens and Travis Elliott.

Kawasaki of Mexico's Pedro Gonzalez absconded with the holeshot in the first 250cc Pro moto, leading the 54-rider gate onto the field. Team Green/D&S Kawasaki's Travis Riley gated second, followed by Spud Walters and Dement.

Walters reeled in Riley for second, but Riley had other plans and put a great pass on Gonzalez to take over the lead. Walters then switched his efforts to Gonzales, but instead of climbing forward, Walters was dropped to fourth when Dement sneaked up and passed him.

Dement then pressured Riley and passed him in the air on the third lap.

Meanwhile, Brown was picking off the riders one by one and soon had control of fourth. He soon passed Riley and then charged after Walters, getting around him on lap five.

Elsewhere in the field, Charlie Bogard had his work cut out for him. Sitting in 10th early on, Bogard worked his way through the pack and soon had a grip on third place. When Brown made his

move on Walters for second, Bogard followed suit, also passing Walters for third.

Brown went after leader Dement and passed him on lap six. Once around Dement, Brown began to extend his lead. The top three battled closely for several laps, and then Walters got back around Bogard on lap nine.

At the end, it was Brown taking the win, followed by Dement, Walters, Bogard and Demuth.

"I got up to the lead and then Brown passed," Dement said. "He put about five seconds on me really quick. I was kind of overwhelmed, because I really wanted to try and race with him, but I got nervous."

Walters used the power of his YZ400F to snare the holeshot in the second moto. He was chased early on by Bogard and Brown. Bogard used the finish-line jump to pass Walters for the lead at the top of lap two. Bogard immediately began to pace himself.

Brown, however, picked off Walters and went after Bogard and passed him over the ski jump, pulling away for good through Catfish Corner.

Dement, meanwhile, had gated fourth, but he passed Walters on the second lap. He then went after Bogard and passed him.

Brown and Dement began to distance themselves from the rest of the pack. Then Brown pulled away from Dement to take his fourth win of the day. He would cross the finish line 13 seconds ahead of Dement.

Swan Cycle Park
Tyler, Texas
Results: September 27, 1998

125 MOTO 1: Mike Brown (Hon); 2. Josh Demuth (Kaw); 3. Jeff Dement (Yam); 4. Cliff Palmer (Kaw); 5. Travis Elliott (Hon).

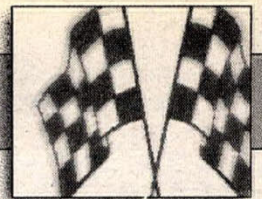
125 MOTO 2: 1. Mike Brown (Hon); 2. Jeff Dement (Yam); 3. Josh Demuth (Kaw); 4. Jeff Willoh (Suz); 5. Dennis Owens (Yam).

125 O/A: 1. Mike Brown (Hon); 2. Jeff Dement (Yam); 3. Josh Demuth (Kaw); 4. Jeff Willoh (Suz); 5. Dennis Owens (Yam).

250 MOTO 1: 1. Mike Brown (Hon); 2. Jeff Dement (Yam); 3. Spud Walters (Yam); 4. Josh Demuth (Kaw); 5. Charley Bogard (Suz).

250 MOTO 2: 1. Mike Brown (Hon); 2. Jeff Dement (Yam); 3. Charley Bogard (Suz); 4. Spud Walters (Yam); 5. Pedro Gonzalez (Kaw).

250 O/A: 1. Mike Brown (Hon); 2. Jeff Dement (Yam); 3. Spud Walters (Yam); 4. Charley Bogard (Suz); 5. Pedro Gonzalez (Kaw).



By Kenneth King

HEMINGWAY, SC, SEPT. 20

The SETRA/MSR Hare Scrambles Series started off with a roar - the roar of Randy Hawkins' Yamaha YZ400 thumper scaring off the competition.

Deep inside the South Carolina woods, Hawkins weaved his big Yamaha around the trees and rises to claim the overall win at the Battery Park Hare Scrambles.

"Ashley (Brewer, the event's promoter) did a great job with the course," Hawkins said. "It had tight and fast stuff, and I'm just glad I was able to come and hang out with the SETRA guys."

Team Green's Tommy Veator took runner-up honors behind the six-time enduro champ, finishing one minute and 35 seconds off the winning pace.

"I enjoyed the race," Veator said. "I pretty much chased Randy all day, but I had a lot of fun."

Rounding out the top three was KTM rider Doug Masencup.

"I got a good start; I pulled the holoshot," Masencup said. "Randy passed me somewhere on the first lap, then Tommy passed me. I pretty much backed off a bit because of the dust, but I had fun."

Ashley Brewer promoted the race and laid out a tough 5.5-mile loop. The course was very sandy, which reminded many of the riders of the trails found in Florida. The event held two separate races on the day. The C and specialty classes started at 11 o'clock and raced for 1 1/2 hours, while the AA, A and B classes left the start line at 1 o'clock for a two-hour run.

There was quite a bit of new trail that greeted the C riders, but by the time the first race was over, the whole track was

pretty whooped out and rough. KTM's Robert Neeley smoked that first race, winning the Super Senior A class and becoming the "unofficial" overall winner.

The AA class was missing some of its top riders - Allen Gravitt, Franklin Ramey, Ashley Brewer, Michael Grizzle, to name a few - so eyes were focused on Veator and Masencup, as well as Hawkins, of course.

When the green flag dropped, Masencup took the holoshot, followed by Hawkins and Veator.

"My bike fired right up and I got the holoshot," Masencup said. "I was trying to put as much distance as I could between me and Randy, but both Randy and Tommy got by me by the end of the first lap."

Hawkins jumped into the lead, with Veator right on his fender.

"Tommy was riding good," Hawkins said. "He passed me on the first lap, and I passed him back. I was impressed with how he was riding."

Hawkins entered the barrels with a time of 13 minutes and 28 seconds, Veator with a 13:29. Masencup clocked in at 14:23.

On the second lap, Hawkins upped the pace a bit and moved out to a 13-second advantage over Veator.

"I got arm pump bad in the first couple of laps," Veator said. "Plus I was eating Randy's dust."

Hawkins came through the scoring area the second time with a 23-second lead, while Masencup chased in third just a few seconds behind Veator.

Leading the 250cc A class in fourth overall was Russell Epley. He came into the scoring barrels on lap two a minute behind Masencup. By lap three, Hawkins had widened his gap to 18 seconds over Veator, followed at a distance by Masencup.

Hawkins shocks Battery Park



Epley, who started one minute behind the AA riders, was keeping their pace.

"I was having a hard time riding my bike," said third-placed Masencup. "I hurt my back while practicing, and those knee-deep sand whoops were killing me."

Hawkins, meanwhile, maintained his lead throughout the race, with Veator staying within 30 seconds of the factory Yamaha rider.

On lap eight, Veator was more than a minute behind Hawkins and more than seven minutes ahead of Masencup.

"I tried to stay as close as I could to Randy," Veator said. "I think I wore myself out in those first few laps. I got real tired those last couple of laps."

Back in third, Masencup was riding a steady pace, although his lap times slowed considerably after the halfway point of the 46-mile race.

"I was doing everything I could just to finish," Masencup said. "This is still a new bike to me, and I'm still getting used to it."

Epley, meanwhile, kept leading the 250cc A class by close to five minutes over second-placed Lee Stephens.

After the ninth and final lap, Hawkins crossed the finish line some 51 seconds ahead of runner-up Veator. Masencup finished seven minutes back in third.

"I was impressed with Tommy today - he rode good," Hawkins said. "I rode as fast as I needed to go. We were going good. I've been working real hard on my Yamaha. Earlier this year, I didn't do that well at the SETRA events; now I'm two for two. It makes me feel like

my hard work is paying off. I had a lot of fun today. I'm leaving for the Six Days on November 1; I will be riding the 400. I'm also planning on racing as many SETRA races as I can."

Veator started the season off well with second.

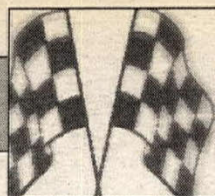
"It felt good just to finish as close as I did to Randy," Veator said.

Battery Park Hare Scrambles Hemingway, South Carolina Results: September 20, 1998

- O/A: Randy Hawkins (Yam).
AA: 1. Tommy Veator; 2. Doug Masencup.
OPEN A: 1. Chris Pansella; 2. John Kealey; 3. Greg Mize.
250 A: 1. Russell Epley; 2. Lee Stephens; 3. Frank Koenig Jr.
200 A: 1. Sonny Morabito; 2. Robert Sevenpiper; 3. Andy Dean.
SR A: 1. Terry Hughes; 2. Richard Hicks; 3. Terry Mealer.
S/SR A: 1. Robert Neeley; 2. Frank Nelson.
MSTR A: 1. Jimmy Lynch; 2. Johnny Able.
OPEN B: 1. Lon Buysman; 2. Robert Andrews; 3. Jess Robertson.
250 B: 1. Kent Rogerson; 2. Mike Garner; 3. Keith Bowman; 4. Greg Huff.
200 B: 1. George Miller; 2. Richie Brown; 3. Rick McElevan.
4-STRK B: 1. Paul McColl; 2. Richard Lynch; 3. Raymond Thomas.
SR B: 1. Steve Moore; 2. Dean Staley; 3. Richard Morabito.
MSTR B: 1. Larry Baxley; 2. Fred Hammond; 3. Randy Tomlinson.
OPEN C: 1. Blair Jackson; 2. Heath Henderson; 3. Gene Zobel; 4. Eric Pentshler.
250 C: 1. Ivan Haynes; 2. Jason Walker; 3. Toby Boyd; 4. Jesse Goode.
200 C: 1. Scott Mount; 2. Sam Nelson; 3. Chris Wahle; 4. Jason Royer.
4-STRK C: 1. Bob Thurman; 2. Jason Miller; 3. Ronnie Parrish; 4. Chris Ward.
SR C: 1. Mel Smith; 2. Eric Gregory; 3. Donnie Kirby.
MSTR C: 1. Ron Blars; 2. Charles Armour; 3. Jack Lenning.
L/W TRL: 1. John Schafer; 2. Michael Beck.
H/W TRL: 1. Steve Riggs; 2. David Rowell; 3. Jimmy Clark.
WMN: 1. Heather Williams; 2. Karen Nelson.



(Top) Robert Neeley took top honors in the Super Senior A class at the SETRA Battery Park Hare Scrambles in South Carolina. (Above) Mel Smith topped the Senior C class. (Left) Randy Hawkins was the overall winner.



Sellarads

prevails

FILE PHOTO BY KINNEY JONES



Brock Sellarads topped the 21st running of the Montreal Supercross at Olympic Stadium.

Morgan was in good position off the start but got the bad end of a collision with Sellarads.

"I actually had a really good start," said Blair. "I was pretty far to the inside and Marco (Dubé) was beside me, and he swapped right out sideways, and I had to avoid him. Then Brock Sellarads was out sideways in the sand, too. I T-boned Brock. Brock saved it and I went straight down."

Blair restarted in last place and fought his way back up to sixth, where he would finish. Behind Morgan was seventh-placed Kawasaki rider Shae Bentley, who drove all the way from Georgia to race. Mike Jones, a former Canadian outdoor title holder, finished eighth, while Ty Wallace finished in ninth.

Canadian rider Jason Frenette had recovered from the life-threatening kidney injury that he sustained in a local Alberta race and finished in 10th. Fellow Canadian rider Doug DeHaan, who had just recovered from a shoulder injury, finished 11th.

One of the pre-race favorites, Tim Ferry, had bad luck in the main event. A good start put him up front early, but he detoured from the track and had trouble finding enough traction on the slick cement to get back on the course.

"I had a really good start," Ferry said. "In the main, I came out in second, and I made a little bobble and Roy got by me, and I did about two more turns, hit the whoops, and they really slicked up from the rain and I just slid off the track and hit the concrete. I just slid right out. I was just spinning; I couldn't get back on the track."

Ferry was disappointed with his 12th-place finish.

Frederic Vialle, from France, finished in 13th, while early race leader Dubé recovered after his hard crash and finished 14th.

Darryl Atkins, a Kawasaki rider from Belgium, finished 15th, while Robbie Skaggs, from California, finished a disappointing 16th.

The two remaining Canadians to make it into the top 20 were Chris Pomeroy and Alexandre Langevin.

Pro Circuit/SplitFire/Kawasaki's Nick Wey was considered to be one of the favorites to win in Montreal, but a first-turn derailment in the main took the Michigan native out of the running.

"I picked the outside to start on, because I knew it would be really slick on the inside," Wey said. "I was hoping to get a good-enough holeshot that would allow me to be out there by myself, but that wasn't the case. Everyone started sliding into me, and I went off onto the cement. I got up and going and then crashed again. I think I was maybe trying a bit too hard, because I wanted to win pretty bad. Then I crashed another time and bent my handlebars, and my bike landed on my leg. I tweaked it a little bit, and after that I knew I wasn't going to do very well. I had my leg X-rayed on Monday and it wasn't broken, but they said I pulled my Achilles' tendon really good." **CN**

Montreal Supercross
Montreal, Quebec, Canada
Results: September 26, 1998

O/A: 1. Brock Sellarads (Hon); 2. Jean-Sebastien Roy (Kaw); 3. Warren Edwards (Hon); 4. Kevin Crine (Kaw); 5. Greg Schnell (Yam); 6. Blair Morgan (Kaw); 7. Shae Bentley (Kaw); 8. Mike Jones (Kaw); 9. Ty Wallace (Yam); 10. Jason Frenette (Kaw).

By Jason T. Griffiths

MONTREAL, QUEBEC, CANADA, SEPT. 26

Canada has never been known for having a strong supercross series, but it does have *one* supercross event that rivals many SX races in the United States: the Montreal Supercross. Year after year, crowds of more than 50,000 flock to Olympic Stadium to watch the international supercross competition and Ohio's Brock Sellarads come away with the win.

A long list of American riders showed up, including Nick Wey, Sellarads, Tim Ferry, Mike Jones, Robbie Skaggs and Chad Pederson. There were also many riders from Europe, and they all came to challenge Canada's top rider, Jean-Sebastien Roy, and the rest of the Canadian contingent.

Olympic Stadium was missing the canvas roof that usually encloses the dome, and, as fate would have it, rain fell and turned the heavy clay track base into a slimy mess. Track crews worked quickly to rescue the racing by covering the course with truckloads of sand. Aside from the inconvenience of the rain and sand, racers found the track

exceptional in terms of supercross tracks.

Many of the American riders have traditionally used the Montreal Supercross as a warmup for the AMA Supercross Series. On this, the 21st running of the Montreal Supercross, Sellarads, of the FMF Honda team, stole the victory from crowd favorite Roy, just a few laps before the finish. This was Sellarads' first Montreal Supercross event, and his trip to the venue was a little on the hectic side. Sellarads, his mom (who was also acting as his mechanic for the weekend), and his girlfriend, Tricia, drove all night in a jam-packed minivan and arrived in Montreal one hour before sign-up on Saturday morning.

"I brought up my 250, but I never really rode it, because I only ride 125s," Sellarads said. "I've never even rode it on a supercross track before."

Despite his tight schedule, Sellarads put it all together and added the Montreal Supercross to his trophy list.

"Montreal is really an amazing event," Sellarads said. "The people in the stands were the most loyal fans of their country that I have ever seen in my life. I mean, whenever Jean-Sebastien Roy

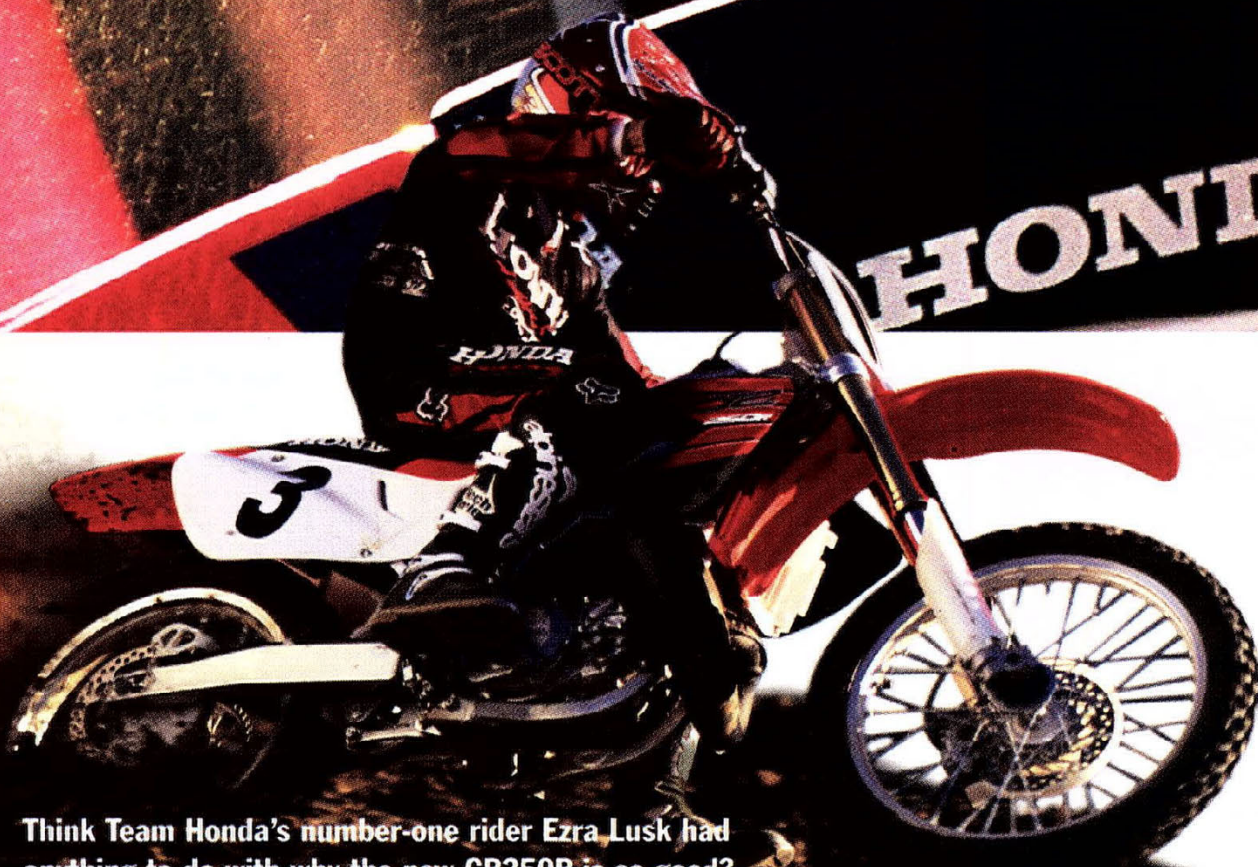
passed me, there were 51,000 people cheering him on - including the flagmen. It got to the point - when I was on the last lap and Roy was ahead of me - that I couldn't even hear my bike running. I've never heard anything like this; my head was ringing."

Canada's fastest motocrosser, Roy, grabbed the lead from Sellarads three laps before the finish and had the Canadian fans standing on their seats. Many of them still remembered Roy's Montreal victory in 1996, but this year he was robbed of the win less than 30 seconds before the finish line.

When the moto started, it was the Quebec connection of Suzuki's Marco Dubé and Roy heading the pack. The fans went wild until Dubé crashed coming down off the upper-deck section, taking Roy out with him. Roy picked his bike up, got back into the race in fourth and eventually finished the race in second.

Warren Edwards, from Great Britain, filled the last podium spot, finishing the event in third after another down-to-the-wire battle with New Jersey's Kevin Crine. Greg Schnell, from California, finished fifth, with Canadian Kawasaki champ Blair Morgan finishing sixth.

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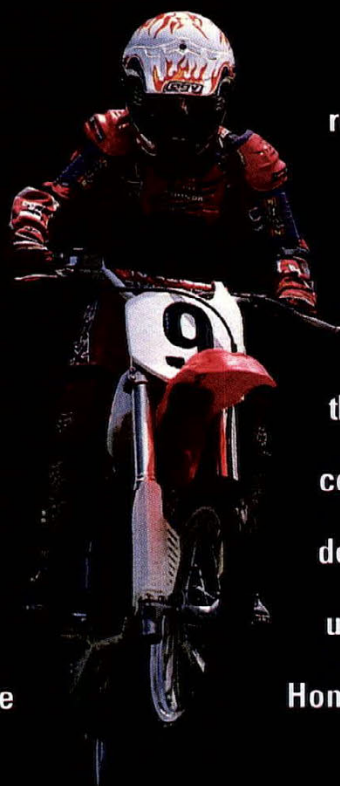
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Matiashevich and Layton prevail

By Beth LaRock

SAN BERNARDINO, CA, SEPT. 25

The final round of Friday night IMS Stadiumcross was a great opportunity for 250cc Pro Jeff "Chicken" Matiashevich and 80cc Intermediate rider Brandon Layton to practice for the upcoming U.S. Open of Supercross. Kawasaki/Pro Circuit/Troy Lee-backed Matiashevich talked about getting used to his new 1999 Kawasaki as well as getting in shape and getting his timing down - and he was able to do just that.

At the start of the 250cc Intermediate/Pro moto, Pro Jose Polasek captured the holeshot, followed by Matiashevich, Pro Jason Dubin and Intermediate Jeremiah Moore. Matiashevich tried different lines on the first lap, but Polasek used his past experience on the track to stay in the lead. On lap four, Matiashevich cut to the inside of the turn before the finish-line jump to take over the lead, but Polasek recovered to make a pass on lap five in the inside of the turn coming out of the spectator whoops. Moore, meanwhile, passed Dubin for third on the same lap.

Matiashevich, looking more comfortable on the track, repassed Polasek on lap seven and was able to open up a lead. Moore, who had been patiently waiting for an opportunity to advance, seized the number-two position on lap eight. In the next half-lap, Moore caught Matiashevich and stayed on his back tire throughout the moto. Matiashevich crossed the finish line first, followed by Moore, Polasek and Dubin. Intermediate Moore was stoked at his ability to hang tough with the Pros, saying that the series allowed him to "attack the track instead of going for the riders."

Moore appeared ready to go right back out on the track for another 10 laps. Matiashevich, on the other hand, went back to the pits to have Pro Circuit mechanic Buddy Morgan work on his suspension.

Moore, still on a first-moto high, grabbed the holeshot in moto two. Matiashevich was in second, followed by Polasek and Dubin. On lap three, Matiashevich effortlessly passed Moore and developed a comfortable lead. Moore maintained second until lap five, when he dropped his bike in a turn, losing two positions. This put Polasek in second, with Dubin on his back tire. Polasek made a valiant effort to catch Matiashevich but was unsuccessful.

"He's tricky," Polasek said of Matiashevich. "He started on the left side, then he was on the right side. There was lots of blocking."

Matiashevich said that his suspension was dialed in for the second moto.

"There was a night-and-day difference," he said.

Team Yamaha's Layton is also slated to compete in the U.S. Open of Supercross; he is one of just a few 80cc riders who were invited. Considering his performance at Glen Helen, luck was not a factor in his being invited. Layton

snatched the holeshot and quickly had a comfortable lead. Kevin Payne and Derek Costella were in second and third, respectively. Layton was clearing the grandstand triple - a jump that many 125 and 250cc Novices do not attempt.

Costella, meanwhile, crashed in a turn on lap four, allowing Brent Line to advance to second. The first moto ended with Layton crossing the line first, followed by Payne and Line.

Layton again took off in moto two, gaining a substantial lead on Payne and Costella. On lap three, Layton overshot the triple and broke four spokes in his rear wheel. He immediately realized what he had done and played it smart by reducing his jumps to doubles.

"I wanted to do that triple so bad, but the back tire was real squirrely," he said.

He had to work hard to maintain his lead over Payne and Costella, who finished in second and third. **CN**

Glen Helen Raceway San Bernardino, California Results: September 25, 1998

P/W: 1. Scott Noble (Cob); 2. Matthew Richardson (Cob); 3. Garrick Noble (Cob); 4. Christopher Bradshaw (KTM); 5. Derek Fero (Lem).

60 (0-8): 1. Brandon Million (Kaw); 2. Justin Carmody (Kaw); 3. Phillip Aube (Kaw); 4. Matthew Richardson (Kaw).

60 (9-11): 1. Charles Pearson (Kaw); 2. Andrew Yarnell (Kaw); 3. B.J. Bohren (Kaw); 4. Brandon Spencer (Kaw).

80 BEG: 1. Nicholas Clanton (Yam); 2. Dan Bartz (Suz); 3. Kris Paluzzi (Yam); 4. Robbie Goolsby (Hon); 5. Bryan Mullin (Suz).

80 NOV: 1. Jarred Browne (Yam); 2. Andrew Petrie (Kaw); 3. Jeff Loop (Yam); 4. Kevin Hunter (Yam); 5. Ryan Piattoni (Suz).

80 INT: 1. Brandon Layton (Yam); 2. Kevin Payne (Yam); 3. Danny Mohr (Yam); 4. Brent Line (Yam); 5. Derek Costello (Kaw).

125 BEG: 1. Mike Davis (Yam); 2. Robert May (Yam); 3. Bonnie Warch (Yam); 4. Shawn Hansen (Yam); 5. Brad Goolsby (Yam).

125 NOV: 1. David Sullins (Yam); 2. Gabriel Obeso (Kaw); 3. Nathan Jones (Yam); 4. Chris McDaniel (Yam); 5. James Ward (Yam).

125 INT: 1. Cory Gibbons (Yam); 2. Gerrit Ordelman (Yam); 3. Sean O'Connor (Yam); 4. Jeremiah Moore (Hon).

125 PRO: 1. Doug Parson (Yam); 2. Tyler Evans (Suz); 3. Dustin Ryley (Hon).

250 BEG: 1. Cruise Jaines (Yam); 2. Garret Mathews (Hon); 3. Doug Corey (Hon).

250 NOV: 1. Mike Bozarth (Yam); 2. David Angelo (Yam); 3. Derek Angelo (Hon); 4. Toby Thiel (Hon); 5. Jim Brown (Yam).

250 INT: 1. Jeremiah Moore (Hon).



250 PRO: 1. Jeff Matiashevich (Kaw); 2. Jose Polasek (Yam); 3. Jason Dubin (Suz).

JR VET NOV: 1. Matt Morgan (Suz); 2. Dominic Gaytan (Yam).

VET BEG: 1. Bonnie Warch (Yam); 2. Frank Wright (Yam); 3. Billy McAllister (Suz); 4. Lee Saul Sr. (Suz); 5. Anton Berich (Suz).

VET NOV: 1. Steve Piattoni (Suz); 2. David Barnes (Hon); 3. Tommy Leone (Hon); 4. Michael Carr (Hon); 5. Milton Mize (Hon).

RMEC Beaver Creek Enduro

Griffith goes good

By Troy Reynor

GUNNISON, CO, SEPT. 13

Eric Griffith had the ride of his young career as he piloted his KX125 to his first-ever overall win at the Beaver Creek Enduro. Griffith maintained the zone he had been in at the Wells-to-Wendover National Hare & Hound just the day before to propel him to the best ride of the 240-rider-strong field. The first-ever Beaver Creek Enduro was round 12 of the 13-round Rocky Mountain Enduro Circuit Championship Series.

Although the Beaver Creek Enduro was in its first year on the circuit, Greg Huffer and the rest of the Endurocross organization are experienced promoters, and they worked closely with the Bureau of Land Management to put on a fun enduro. Mother Nature also cooperated by providing some rain the night before, which added to the fun factor.

The two-loop, 64-mile event was laid out in typical Endurocross format: no fancy timekeeping skills or equipment required - just ride both loops at the best pace you can and the fastest rider wins. Huffer set the speed average for the first loop at 30 mph and told everyone at the riders' meeting they could not be early at this pace, but Griffith almost proved him

Jeff Matiashevich won the 250cc Pro class during Friday night IMS Stadiumcross action at San Bernardino, California's Glen Helen Raceway.

wrong. The Sun Sports/Team Green-backed Griffith gassed it up hard and zeroed the loop with one second to spare.

Huffer also provided some added incentive for the riders with a page from the hare-and-hound races: Top National desert racer Jim Gray rode the first loop with a \$100 bounty on his head, payable to any rider who could better his time in the first loop. Griffith came within 19 seconds of doing just that with a great ride, but he still had a few problems.

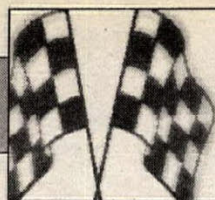
"My dad put new tires on for me the night before and told me to adjust the pressure down, but I forgot," Griffith admitted. "So I rode the first loop with about 40 psi and blew several corners as a result."

The 32-mile loop consisted of fast Jeep road and fun single-track that wound its way through sagebrush and large rock slabs. Most of the trail was easy for the riders when compared to the brutal whipping they endured at the Dry Creek Enduro back in May. There were a couple of interesting rock climbs where riders were challenged. One in particular arrowed the riders straight up a pretty steep 100-foot high rock face with a lip in the middle of it. Most riders had no problems, but Huffer had a longer bypass route available to minimize bottlenecks.

The C class finished after the first loop, with Ben Jansma once again taking the overall honors on his Yamaha. Paul Turner, a 200 C-class rider, had his season-best ride, finishing first aboard his new 1999 Sass-tuned Vickery Yamaha YZ125.

The second loop was a repeat of the first loop, except that the speed average was bumped up to 36 mph. Griffith backed up his fast first loop with another stellar performance, only dropping 11 points.

"I knew I had a good ride going and



EVENTS

that I was close to Jimmy on the first loop," Griffith said, "but I heard someone else was close, so I was surprised to hear I won."

Second overall went to Kawasaki-mounted Phil Stevens with a score of 13. Bryan Penney rode his KX250 to third overall with a 14. KX-mounted Keith Larson and Forest Tobin, on his KTM, took fourth and fifth, respectively.

Beaver Creek Enduro Gunnison, Colorado Results: September 13, 1998 (Round 12 of 13)

O/A: Eric Griffith (Kaw).
O/A A: Phil Stevens (Kaw).
O/A B: Rover Pederson (Hon).
O/A C: Ben Jansma (Yam).
AA: 1. Bryan Penney (Kaw); 2. Forest Tobin (KTM); 3. Scott Bright (Kaw); 4. Bruce Field (Hon); 5. Casey Colbert (Yam).

200 A: 1. Alex Dicharry (Hon); 2. Lee Cooper (Kaw); 3. Lance Bross (Yam); 4. Keith Krohn (Yam); 5. Mike Montero (Kaw).

250 A: 1. Keith Larson (Kaw); 2. Mark Stevens (Kaw); 3. Jeff Hernandez (KTM); 4. Norman Nicholas (KTM); 5. Donny Murray (Yam).

4-STRK A: 1. Jim Pearson (Hon); 2. Ryan Brown (Hon); 3. David Pearson (Hon); 4. Kenny Perkins (Yam); 5. Jim Wey (Kaw).

OPEN A: 1. Billy Burgener (KTM); 2. Ryan O'Neil (KTM).

SR A: 1. Erich Esswein (KTM); 2. Alex Reid (KTM); 3. Scott Kurlander (Yam); 4. Jary Penney (KTM).

VET A: 1. Troy Raynor (Yam); 2. Morgan Murri (Hon); 3. Brad Schwartz (Yam); 4. Gary Miller (Yam); 5. Drew Wilbur (Hon).

200 B: 1. Mike Harvey (KTM); 2. Jeff Martin (Kaw); 3. Josh Aumiller (KTM); 4. William Calhoun (Kaw); 5. Mike Decker (KTM).

250 B: 1. Steve Urbanski (Yam); 2. Ted Winkelman (Hon); 3. Joe Christensen (Kaw); 4. Aaron Salladay (Hon); 5. Greg Glab (Hon).

4-STRK B: 1. Matt Diagle (Hon); 2. Paul Favret (Yam); 3. Joshua Salz (Hon); 4. Andrew Hill (Yam); 5. Steve Patton (Kaw).

OPEN B: 1. Jason Cooper (KTM); 2. Dan Morgan (ATK); 3. Ron Vialpando (ATK); 4. B.J. Diehl (KTM); 5. Greg Nielsen (KTM).

SR B: 1. Mike Fortman (Hon); 2. Tim Johnson (KTM); 3. Steve Vanatta (KTM); 4. John Narby (CRE); 5. Mike Ratcliff (Hon).

S/SR B: 1. Floyd Stretch (KTM); 2. John Parker (KTM); 3. Charles Engle (Kaw); 4. Jimmy Bearden (Yam).

VET B: 1. Eric Jordan (KTM); 2. Steve Hill (Yam); 3. Shawn Brown (Hon); 4. P.J. Hildebrandt (Kaw); 5. Rex McKinney (Yam).

200 C: 1. Paul Turner (Yam); 2. Scott Chandler (Hon); 3. Joshua Bright (Kaw); 4. Rodd Elfeld (Kaw); 5. Ryan Pavlaniis (Kaw).

250 C: 1. James Hendrickson (KTM); 2. Dough Keithly (Yam); 3. David Jackson (Kaw); 4. Bruce Wright (KTM); 5. Trevor Seton (Kaw).

4-STRK C: 1. Martin Cywinski (Kaw); 2. Steve Hilbert (Yam); 3. Scott Hoffmeyer (Hon); 4. Travis Fishley (Suz); 5. William Benson (Yam).

S/60: 1. Wayne McPettridge (Kaw); 2. Larry Hinger (Kaw); 3. Marv Donaldson (Hon).

OPEN C: 1. John Walsh (KTM); 2. Dave Koscove (KTM); 3. Kim Schofield (KTM); 4. Jason Eckart (Kaw); 5. Jeff Giesen (KTM).

SR C: 1. Bobby Podoll (Hon); 2. Ron Henry (Hon); 3. David Midthun (KTM); 4. Steve Nyls (Kaw); 5. Robert Hargrove (KTM).

S/SR C: 1. Howard Utsey (Hon); 2. Jim Maucker (Yam); 3. Steve Murray (Hon); 4. John Tobin (KTM); 5. Rudolph Bradley (ATK).

VET C: 1. Dan Dailey (Yam); 2. Tom Dillon (Yam); 3. Mike McDonough (KTM); 4. Tom Gale (KTM); 5. Keith Hill (KTM).

LDS: 1. Mona Kurlander (Kaw); 2. Shawn Stretch (Hon).

VDTRA Pro-Am National Dirt Track Series Round 14: Muskogee Expo Fairgrounds Speedway

Fike is top Master

By Mike Zbrozek

MUSKOGEE, OK, SEPT. 19

As the VDTRA Pro-Am season wound down with its next-to-last round, the Muskogee Half Mile, half of the championship chases were still up for grabs and remained hotly contested. The closest of those title chases was in the Pro Masters class, in which current class champion John Fike was attempting to hold off the challenge of Johnny Isaacs.

Isaacs has been strong all year in the races in which he's finished, and he held the points lead in both the Pro Masters



and Pro 600cc class coming into Muskogee. The words "in which he's finished" are important, because at Muskogee he saw his points lead evaporate as his hybrid BSA ground to a halt on the final lap of the Pro Masters final. That handed the race win to Bill Snyder, with Fike riding his BSA twin in to second place - and into the points lead.

But while Fike's strong finish in the Pro Masters class was enough to allow him to gain on Isaacs in Pro Masters, he also suffered a bit of bad luck when his big BSA seized in the closing laps of the Pro Twin main. The nonfinish dropped him down to third in the championship point standings.

In that race, Snyder again made a fine showing, bringing his Regina Chain/Shoei-sponsored machine to the checkered flag in second, behind runaway winner Mark Gibson on his Diversified Body & Paint/South City Cycles-sponsored mount. The win earned Gibson his second straight Pro Twin Championship.

Fike, meanwhile, now has only a slim chance of moving back into the second spot, ahead of Snyder, with only the Las Vegas round of the series remaining on October 4. With Snyder some 13 points in front of him, this will be no small challenge for Fike.

In yet another closely contested points battle, Masters Amateur rider Charley Raper kept his 500cc Yamaha single on the boil to overcome an early red-flag restart, and a midrace challenge from Jerry Hinds to take the win and the class points lead. Montana's Ken Allaman turned in one of his best performances of the year as he kept a close tail on Hinds to finish a solid third. The red flag had been brought out on the second lap when Fred Schmitt crashed his XR750. Fortunately, he escaped without injury - though the same couldn't be said of the big Harley.

The Open Twin Amateur class has been good all year, with class warriors Bill Stephens, Ken Slota, Bud Osantowski, Schmitt, Earl E. Smith, Hinds, Fred Cuba, Ron Stone and a host of others running wheel to wheel, week after week. While Stephens established himself as the man to beat early in the year with several National point wins, VDTRA new boy Slota turned things around midseason, keeping the dashing Stephens well within sight for top honors at any given National. Another mid-season starter, Earnest "Bud" Osantowski, has been a stormer in this class as well, often roaring his XR to the front of the pack, hay bales flying, right hand tugging firmly at the throttle. But unfortunately Osantowski's season ground to a halt at the J&P Promotions Antique

Motorcycle Races at Davenport, Iowa, over Labor Day weekend as he sustained a season-ending injury that required a hospital stay. Despite the fact that Schmitt and Osantowski were missing from the night's Open Twin main event, the fans still got their money's worth as Slota raced his Triumph to the early lead, with Stephens, VDTRA veteran Rocky Curry, Smith and Hinds pushing each other on every lap. It came down to the final sprint to the flag, with Slota taking the win. Stephens nailed down the Open Twin championship with his second-place finish, while Curry raced ahead of Smith for third.

In yet another close chase, Smith rode a flawless race in the 600cc Amateur main to hold back the multiple charges of class point leader Jeff Garlach Sr. to take the win. Behind Garlach came the dueling Yamahas of J.C. Clark (Garlach's nearest competition for the 1998 title) and Kevin Foster. Foster had moved around Clark in an early-lap pass, and although Clark fought hard, he had to settle for fourth at the flag. Michael White and Brad Raper rounded out the top six.

Muskogee Expo Fairgrounds Speedway Muskogee, Oklahoma Results: September 19, 1998

250 AM: 1. Bob Snyder (Bul); 2. Roy Haines (Bul); 3. Tim Walker (Yam); 4. Mark Gatlin (Oss).

600 AM: 1. Earl E. Smith Jr. (Yam); 2. Jeff Garlach Sr. (Yam); 3. Kevin Foster (Yam); 4. J.C. Clark (Yam); 5. Michael White (Yam).

600 PRO: 1. Roger Sterling (BSA); 2. John Jeffries (Yam); 3. Jac Donald (Yam); 4. Bill Walker (Yam); 5. Mike Frye (BSA).

OPEN TW AM: 1. Ken Slota (Tri); 2. Bill Stephens (Tri); 3. Rocky Curry (BSA); 4. Earl E. Smith Jr. (Yam); 5. Jerry Hinds (Tri).

OPEN PRO TW: 1. Mark Gibson (Tri); 2. Bill Snyder (Yam); 3. Roger Sterling (Yam); 4. Dallas Babcock; 5. Joel Wey (BSA).

SR: 1. Bob Braunreiter (H-D); 2. Earl E. Smith Jr. (Yam); 3. Larry Kennedy (Tri); 4. Jeff Garlach Sr. (Yam); 5. John Moore (Yam).

MSTR AM: 1. Charlie Raper (Yam); 2. Jerry Hinds (Yam); 3. Ken Allaman (Tri); 4. Frank Guinn (Yam); 5. Woodie Commander (BSA).

MSTR PRO: 1. Bill Snyder (Yam); 2. John Fike (BSA); 3. John Jeffries (Yam); 4. David Barkley (Yam); 5. Bill Burr (BSA).

Many winners at New Ulm ST

By Tim McBride

NEW ULM, MN, SEPT. 26

Longtime dirt track Expert Kurt Boehlke, first-year dirt tracker Don Bettis, and 15-year-old 250cc upstart Willie Broten each enjoyed a successful afternoon of racing as the Flying Dutchman Motorcycle Club hosted the final District 23 dirt track event of the season at the Brown County Fairgrounds.

Boehlke's Open Pro win came after a 10-lap defensive battle with Marcus Bauer. The two-some broke away from the rest of the field shortly after the flash of the green light and eventually finished in that order, with Verdeen Langland finishing a lonely third.

Don Bettis' day of delight started in the Stock Frame (Four-Stroke) class, in which he dominated with a flag-to-flag romp. Bettis then

The Open Pro class at the New Ulm Short Track gets under way, with eventual winner Kurt Boehlke (49K) leading the way.

scored the win in the Over 40 class, ahead of multiple-race winner Charlie Langland. Ron Leeman piloted his XR750 to a hard-fought third over class luminary Buzz Arndt. Bettis was looking for a three-peat, but - as he held the lead in the Open Amateur final - Bob Boyd performed a dicey inside pass in turn three of the last lap to steal the win.

Willie Broten is yet another rising star of the Minnesota dirt track racing scene. The speedy youngster raced to a wire-to-wire win in the highly competitive 250cc Amateur class. Broten's win came in front of a host of notable fast guys that included 125cc race winner Adam Henrichs, Bettis, Verlon Langland and Troy Johnson.

Cory Solnitsky won his first Novice event of the season after having been chased by Mark Rolf and 125cc upstart Jacob Mataya.

Results

30+: 1. Bob Boyd; 2. Pat Pearce; 3. Bob Becker; 4. Richard Waschek; 5. Randy Thistle.

40+: 1. Don Bettis; 2. Charlie Langland; 3. Ron Leeman; 4. Buzz Arndt; 5. Mark Rolf.

50+: 1. Charlie Langland; 2. Buzz Arndt; 3. Dave Koch; 4. John Sutherland; 5. Greg Schmidt.

OPEN AM: 1. Bob Boyd; 2. Don Bettis; 3. Verlon Langland; 4. Russ Willschek; 5. Eric Berg.

VINT SGL: 1. Randy Thistle; 2. Bob Becker; 3. Eric Berg; 4. Richard Waschek; 5. Paul Koch.

VINT TW: 1. Buzz Arndt; 2. Ron Leeman; 3. Marv Cleppe; 4. Frank Radloff; 5. Bob Becker.

STK FRM: 1. Don Bettis; 2. Bob Becker; 3. Eric Berg; 4. Richard Waschek; 5. Matt Mattson.

50 MINI: 1. Jory Morris; 2. Nick Mataya; 3. Andy Olson; 4. Jacob Schleicher; 5. Natasha Waschek.

60: 1. Jacob Mataya; 2. Josh Koch; 3. Jeremy Anderson; 4. Travis Waschek; 5. Ashlee Sullivan.

80: 1. Troy Johnson; 2. Jacob Mataya; 3. Troy Solnitsky; 4. Josh Koch; 5. Chris Larson.

125: 1. Adam Henrichs; 2. Willie Broten; 3. Troy Johnson; 4. Richard Waschek.

250 AM: 1. Willie Broten; 2. Adam Henrichs; 3. Don Bettis; 4. Verlon Langland; 5. Troy Johnson.

NOV: 1. Cory Solnitsky; 2. Mark Rolf; 3. Jacob Mataya; 4. Marty Doering; 5. Bob Rooney.

OPEN PRO: 1. Kurt Boehlke; 2. Marcus Bauer; 3. Verdeen Langland; 4. Billy Hofmeister; 5. Eric Brouhard.

Andrews tops Eastern Vet MX Nationals

By Carl Davis

MOUNT MORRIS, PA, SEPT. 19

Fred Andrews took no prisoners in claiming class titles in the Over 25 A and Over 30 A classes at the eighth annual Dirt Bike Senior/Vet Eastern National Motocross Championships, held at the always demanding High Point Raceway facility.

The Racer Productions crew put on another great event for the record rider turnout of veterans, with a special tribute to a great veteran: the late, great Dave Coombs himself. Several riders had D.C. memorial stickers on their machines in honor of the hardest working man in motocross.

Andrews set the stage for things to come in the Over 25 class as he quickly worked his way to the front in the first moto, with Tom Carson carving up the track behind him. Barry Carsten was buried deep in the pack after a bad start and could only come back to sixth by moto's end. Stephen Crowe held off Yamaha thumper pilot David Hand for third, while Richard Prather crossed the line in fifth.

In moto two, Andrews took the lead and opened up a quick cushion over Carsten's and Carson's Suzukis. Carson nearly lost it going



Fred Andrews (13) held off Barry Carsten (43) to take the Over 30 A-class victory during the Eastern Vet Nationals at High Point Raceway in Mount Morris, Pennsylvania.

down the drop-away double jump, but he managed a graceful save. Hand took control of third place and that's where he would finish - a position that netted him second overall. Carsten had a smooth line going through the double-double jump to the finish line to nearly get past Andrews at the checkered flag. Carsten ended up fourth overall because of his sixth-place finish in the first moto.

The Over 30 A class had Carsten trying to keep pace with the speedy Kawasaki-mounted Andrews, while Carson and Hand were mixing it up with Jeff Ellenberger, Tim Coombs and Gaylon Dickson back in the pack. Andrews took control of the lead in both motos, making it a perfect day of racing for him with four moto wins. Carsten took second, with Carson third and Hand fourth. Ellenberger ended up fifth.

Robin McClain took double class wins in the Four-Stroke and Vintage Pre-1985 classes, and also claimed second overall in the Over 25 B class.

Results

80: 1. Gene Stull (Suz); 2. Jason Crisp (Yam); 3. Chris Manning (Suz); 4. William Burton (Suz); 5. Dan Raible (Suz).

25+ A: 1. Fred Andrews (Kaw); 2. David Hand (Yam); 3. Tom Carson (Suz); 4. Barry Carsten (Suz); 5. Richard Prather (KTM).

25+ B: 1. Walter Mahoney (Kaw); 2. Robin McClain (Yam); 3. Kenneth Kearns (Suz); 4. Eddie Karban (Kaw); 5. David Jones (Kaw).

25+ C 1: 1. James Duecater (Kaw); 2. Ben Corcetti (Suz); 3. Richard Dickson (Yam); 4. Bill Marrara (Suz); 5. William Boot (Yam).

25+ C 2: 1. Thomas Turner (Kaw); 2. Aaron Celaschi (Kaw); 3. Wilson Lewis (Kaw); 4. John Kreps (Yam); 5. Randy Diehl (Kaw).

30+ A: 1. Fred Andrews (Yam); 2. Barry Carsten (Suz); 3. Tom Carson (Suz); 4. David Hand (Yam); 5. Jeff Ellenberger (Suz).

30+ B: 1. Eddie Karban (Kaw); 2. Andrew Deatherage (Kaw); 3. Chris Kriebel (Hon); 4. David Jones (Kaw); 5. Jay Coventry (Kaw).

30+ C 1: 1. Russell Dixon (Hon); 2. Tom Booth (Hon); 3. Bryan Elliott (Yam); 4. Brian Hackett (Suz); 5. Wilson Lewis (Kaw).

30+ C 2: 1. David Papi (KTM); 2. Wayne Hartle (Suz); 3. James Burton (Kaw); 4. Rick Russell (Hon); 5. Roy Wharton (Kaw).

35+ A: 1. Emery Anden (Kaw); 2. Richard Robinson (Hon); 3. Michael Holbert (Yam); 4. Terry Jones (KTM); 5. Dale Taylor (Kaw).

35+ B: 1. Michael Postlewaite (Kaw); 2. Chris Kriebel (Hon); 3. Andrew Deatherage (Kaw); 4. David Capane (Kaw); 5. Jay Coventry (Kaw).

40+ A: 1. Jeff Provance (Kaw); 2. Mark Garrison (Suz); 3. Ken Frankenberry (Kaw); 4. Lyle Pizzimo (Yam); 5. Martin Leshner (Yam).

40+ B: 1. Thomas Klouse (Yam); 2. Jack Mills (Suz); 3. Tod Ervin (Hon); 4. Paul Fox (Hon); 5. Paul Frey (Yam).

50+: 1. Blaine Duecater (KTM); 2. Skip Stewart (Hon); 3. Tom Lewis (Kaw); 4. Joe Kulin (Suz); 5. William Hagar (Hon).

55+: 1. George Singler (Hon); 2. Don Rice (Yam); 3. Dick Sweat (Hon).

4-STK: 1. Robin McClain (Yam); 2. Dave Rhoades (Hsb); 3. Paul Dziwanowski (CCM); 4. Larry Brookbank (Yam); 5. Scott Phillips (Yam).

VINT 1975: 1. Joe Gretchen (Mai); 2. Scott Phillips (Pen).

VINT 1985: 1. Robin McClain (Hus); 2. David Blauman (Hon); 3. Jeff Fox (Hon); 4. Joe Kulin (Suz); 5. Dave Rhoades (Hus).

VINT 1990: 1. Gerald Winslow (Yam); 2. Paul Frey (Yam); 3. Wayne Hartle (Suz); 4. Thomas Conroy (Kaw); 5. Dustin Murrin (Kaw).

SUP: 1. Jim Jarrett (Kaw); 2. Ron Boyas (Yam); 3. Ross Bartlett (Kaw); 4. Greg Winslow (Yam); 5. Tig Rowles (Yam).

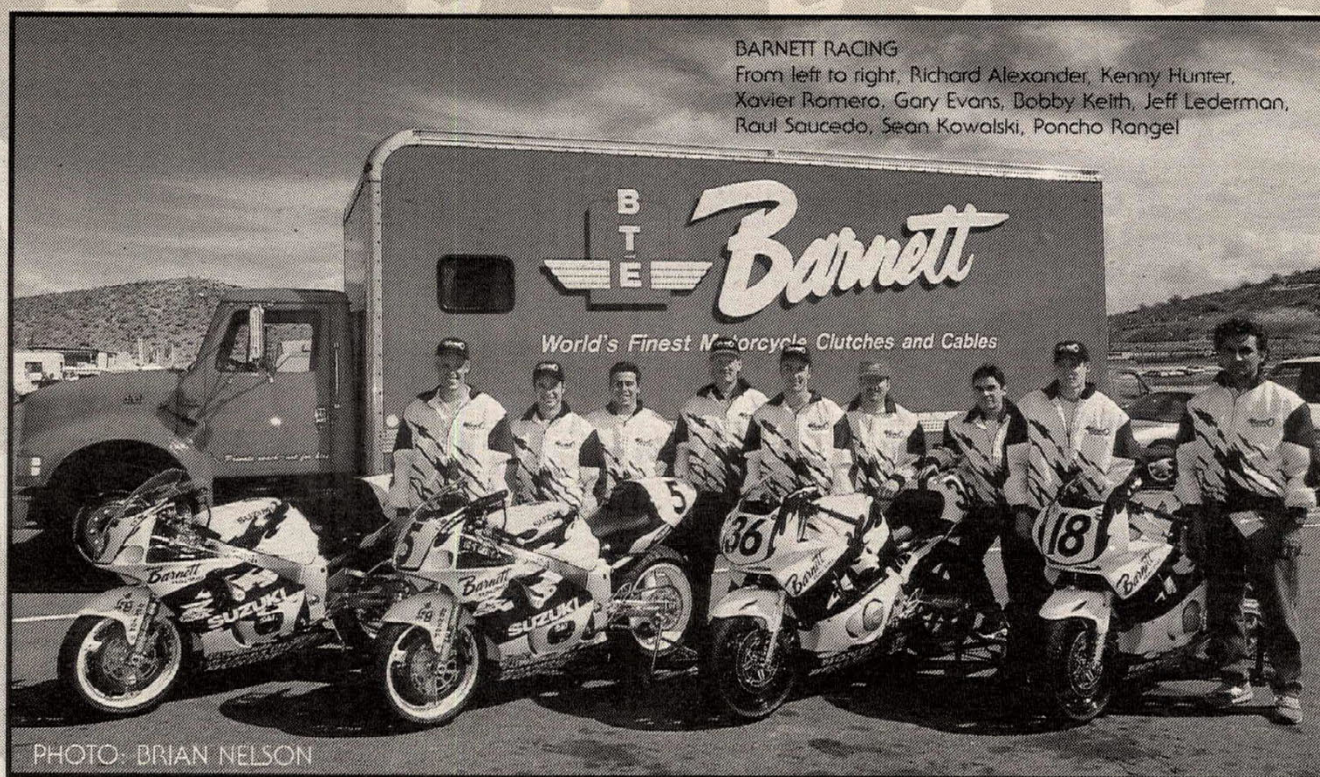


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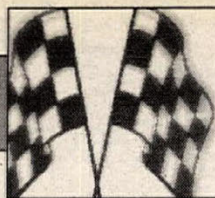


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EVENTS



Lytle loots CRC MX

By Greg Robertson

PALMDALE, CA, SEPT. 19

Honda of Troy's Casey Lytle took advantage of California Racing Club's generous 300-percent Pro payback and picked up a nice chunk of spending money with his two-moto sweep of the 250cc Pro class during the M&J's-sponsored round of Saturday night motocross under the lights at Los Angeles County Raceway.

First-moto action saw Lytle shoot his Dennis Petracca-tuned CR250 into an immediate lead over Kris Rourke and Ty Kady. Lytle put a couple of seconds on Rourke and his KTM came under fire from Yamaha-mounted Takeshi Koikeda. Koikeda and Kady traded paint for a few turns until Kady missed a corner and ran off the track.

Lytle made it look easy as he stretched his lead to 10 seconds by the finish. Koikeda put a last-lap pass on Rourke for second. Kady had his hands full with YZ400-mounted Bryan Nelson but managed to hold him off for fourth.

Lytle duplicated his first-moto start with another holeshot in round two, but this time Koikeda was camped out on his back fender. Kady ran third, ahead of Nelson and Rourke.

Koikeda kept his Holley Racing-backed YZ250 in Lytle's shadow the entire moto, just waiting for a mistake to happen. But it was Lytle by a couple of bike lengths at the finish.

Third-place money went to the Anaheim Suzuki/Pro Circuit/Dunlop/Motul/Ceet/MSR/Smith/Sunstar-backed Suzuki of Kady, with 4-3 finishes.

"Lytle and those guys set a blistering pace and I tried to hang with them the best I could," Kady said. "I'm just trying to get over a little arm pump and keep improving."

Results

P/W S/STK (4-6): 1. Dakota Garner (Cob); 2. Kyle Kessinger (KTM); 3. Keith Robinson (KTM).
P/W S/STK (7-9): 1. Preston Lundin (KTM); 2. Cale Summerford (KTM); 3. Jonathan Horgan (KTM).
60 BEG: 1. Nicholas Sanchez (Kaw).
60 (4-8): 1. Gregory Grouleff (Kaw); 2. Justin Carmody (Kaw); 3. Dustin Pipes; 4. Preston Lundin (Kaw); 5. Mikey Garcia (Kaw).
60 (9-11): 1. Derreck Murphy (Kaw).
80 BEG: 1. Steven Quinones (Yam); 2. Anthony Charette (Yam); 3. Steve Forsythe (Yam); 4. Bob Cobb (Kaw); 5. Zack Beckinger (Yam).
80 (7-11): 1. Garrett Norr (Suz).
80 (12-13): 1. Anthony Barabacovi (Yam); 2. Nicholas Burson (Kaw); 3. Chris Norr (Suz); 4. Mike Epstein (Hon).
80 (14-16): 1. Donnie Gritton (Yam); 2. Brandon Schlenzrig (Yam); 3. Riley Beckinger (Hon); 4. Chase Meineke (Yam); 5. Spencer Meineke (Yam).
125 BEG: 1. Matt Simpson (Hon); 2. Chris Holt (Suz); 3. T.J. Dee (Hon); 4. Zach Zamrila (Kaw); 5. Perry Richmond (Suz).
125 NOV: 1. Kane Jameson (Yam); 2. David Fox (Yam); 3. Johner Faulkner (Hon); 4. Sergio Ponce de Leon (Yam); 5. Carl Maassberg (Hon).
125 INT: 1. Brent Gilliam (Yam); 2. Scott Priputen (Yam); 3. Dustin Jameson (Yam); 4. Michael Fox (Yam).
125 PRO: 1. Casey Lytle (Hon).
250 BEG: 1. Richard Marshall (Hon); 2. Mike Burton (Suz); 3. Brandon Brandon (KTM); 4. Neil Chisholm (Hon); 5. Gavin Rome (Kaw).

(Left) Casey Lytle takes the 250cc-class win at the M&J's-sponsored round of Saturday night motocross in Palmdale, California.

(Right) Wet conditions played havoc with many riders at the Missouri Hare Scrambles in Smithville, Missouri, but Steve Leivan was able to come away with yet another win in the series.



250 NOV: 1. Chris Reed (Kaw); 2. Jason Trubey (Kaw); 3. Johner Faulkner (Yam); 4. Damon Podolny (Yam); 5. Ted McToldridge (Kaw).
250 INT: 1. Kristian Blomdahl (Suz).
250 PRO: 1. Casey Lytle (Hon); 2. Takeshi Koikeda (Yam); 3. Ty Kady (Suz); 4. Kris Rourke (KTM); 5. Bryan Nelson (Yam).
500 NOV: 1. Norm Schiel (Hon).
JR VET NOV: 1. Danny Battaglia (Yam); 2. Bob Gorman (Yam); 3. Ted McToldridge (Kaw); 4. Damon Podolny (Yam); 5. Gabi Abayou (Hon).
JR VET INT: 1. Chris Reed (Kaw); 2. Justin Peltier (Kaw).
VET BEG: 1. Craig McCormick (Kaw).
VET NOV: 1. Dennis Petracca (Hon); 2. Chuck Abbott (Hon); 3. Joe Casagrande (Yam); 4. Shawn Boudreau (Kaw); 5. Shy Moshe (Yam).
VET INT: 1. Craig Conaway (Hon); 2. Mike Licitra (Kaw); 3. Randy Wilkins (Suz); 4. Darrell Sandors (Hon); 5. Chad Nelson (Yam).
VET EX-PRO: 1. Bryan Nelson (Yam); 2. Jon Zahrt (Kaw).
SR BEG-NOV: 1. Bob Dunham (Yam); 2. Layman Gattis (Yam); 3. Michael Burnett (Yam).
SR INT-EX: 1. Edwardo Flippo (Hon); 2. W.G. Wilson (Suz); 3. Steve Clark (Yam); 4. Norm Schiel (Hon).
O/T NOV: 1. Eric Fish (Yam); 2. Fred Kalmick (Kaw); 3. John Webb (Hon); 4. Asker Larnkjar (Suz); 5. Dennis Smith (Kaw).
O/T AM: 1. Dennis Tooman (Kaw); 2. Richard Bealer (Yam); 3. Hank Owen (Kaw); 4. Steve Jennings (Yam).
O/T EX: 1. Layman Gattis (Yam); 2. Kirk Freeman (Yam); 3. Jim Westling (Hon); 4. Jeff Minderhout (Yam); 5. Scott McDonald (Hon).
O/T MSTR B: 1. Norm Schiel (Hon).
O/T MSTR A: 1. Edwardo Flippo (Hon); 2. Steve Clark (Yam); 3. W.G. Wilson (Suz).

Leivan back on track with Smithville HS win

By Frank Leivan

SMITHVILLE, MO, SEPT. 13

After an injury-induced absence, it took just two events for five-time and defending Missouri Hare Scrambles Champion Steve Leivan to climb his way back up to the top of the podium. Leivan came out on top of a racelap duel with season-long points leader Mike Windmann by making the final pass of the day with three miles left in the rain-soaked event.

While helping to promote an event in early July, Leivan had taken a spill, breaking his left wrist and spraining his right wrist. Now, three months later, Leivan said: "My arms feel really good again and I am able to push as hard as I can and not feel any pain. I have been putting a lot of time in on the bike to get my endurance and timing back. I guess that I have found it."

Rain began to fall on the Smithville Lake race course about an hour before the start of round 13 of the Missouri Hare Scrambles Championship, making the trail so slippery and tricky that nearly half of the 263 entrants would fail to complete even a single lap.

Again, Chris Nesbitt flew into the lead of the

12-rider AA class. Leivan and Chris Caplinger elbowed each other through the first three turns while arguing over second, with Leivan getting the nod. It took Leivan less than a quarter of a mile to move around Nesbitt and begin to pull away.

Despite falling himself and then stopping for fresh goggles at the conclusion of the first of four laps, Leivan held a 15-second lead over Windmann, who had come from way back on a borrowed bike.

Ten seconds behind Windmann came the Yamaha of Tanner England, with early leader Nesbitt (who, like almost everyone else, was fighting vision problems) another 20 ticks back. Jeff Lappe, as usual, was in control of the A class on his KTM 125 while running in fifth overall on adjusted time.

Midway through the second lap - which had changed quite a bit from the first, with the trail littered with broken bikes or riders - Windmann caught up to Leivan and made his bid for the lead. Both riders were able to work through the worst bottleneck near mile seven with little difficulty and cruised into the pits together after lap two. Windmann took on a splash of fuel and fresh goggles while Leivan opted for the latter as the two exited pit row with more than a minute-and-a-half lead over Dan Burgard, who - in his first race as an AA rider - had taken over third.

Windmann stayed glued to Leivan's rear tire for the first half of the third lap before taking the lead position back when the leaders encountered several lapped riders at the first bottleneck section. England had taken over control of third, in what was to be the best ride of his career. Gone from contention were early front-runners Nesbitt, who bent his rear-brake pedal back to the footpeg on the second lap, and Burgard, who also suffered with problems. Both riders would, however, complete the event - with Burgard coming home 13th while Nesbitt struggled home in 15th.

Right before the end of lap three, Windmann got a little sideways in a slick woods section and Leivan retook the lead. Leivan opted to stop for goggles in the pits, while Windmann did not - and he retook the lead. These two had distanced themselves from the rest of the pack by more than six minutes.

Windmann put his head down and put some distance on Leivan in the tightest section of the trail. When they reached the bottleneck for the final time, Leivan had closed the gap and followed Windmann through a rerouted section. With about three miles left in the race, Windmann chose an alternate line through a wooded section while Leivan stuck to the original trail.

When they met again, Leivan was leading. Windmann, meanwhile, was having more vision problems - a muddy leaf stuck over his right eye - and Leivan was able to pull clear.

With virtually no traffic to contend with, Leivan stayed smooth and upright and held his lead to the end, earning his sixth overall of the season on his SCR/Yamaha/Dunlop/Answer-backed mount. Again, Windmann was second. England completed his best-ever ride by taking the final podium spot. Caplinger, who started well but then dropped back, steadily worked his way back up and finished in fifth on his Donelson Cycles-backed YZ400.

Results

O/A: 1. Steve Leivan (Yam); 2. Mike Windmann (KTM); 3. Tanner England (Yam); 4. Jeff Lappe (KTM); 5. Chris Caplinger (Yam).
AA: 1. Mike Windmann (KTM); 2. Tanner England (Yam); 3. Chris Caplinger (Yam); 4. Burton Friesz (Yam); 5. Dan Burgard (Yam).
A: 1. Jeff Lappe (KTM); 2. Mike Kruger (KTM); 3. Kevin Boyle (Hon); 4. Jeff Schneider (KTM); 5. Terry Meyer (Hon).
125 B: 1. Brandon Forrester (Yam); 2. Casey Hinkel (Yam); 3. Kurt Eibell (Yam); 4. Luke Manion (Yam); 5. Dennis Ohi (Yam).
200 B: 1. Dave Haworth (KTM); 2. Everett Shinault (Kaw); 3. Wes Bair (KTM); 4. Roger Bushy (Kaw); 5. Jesse Faulstich (Kaw).
250 B: 1. Collin Sheridan (Yam); 2. Derek Zinchuck (G-G); 3. Matt Weis (Yam); 4. Jake Bishop (Suz); 5. Ryan Wuebeling (Yam).
250 C: 1. Bryan Roy (Kaw); 2. Ryan Weidner (Yam); 3. Michael Everhart (Kaw); 4. Robbie Kenkel (Yam); 5. Aaron Hightower (Yam).
OPEN B: 1. Phillip Murchie (Kaw); 2. Jeff Kuechenmeister (ATK); 3. Tom Prenger (KTM); 4. Matt Calhan (KTM); 5. Karl Harris (Hon).
4-STRK B: 1. Bruce Korbek (Kaw); 2. Gary Pilant (Hon); 3. Brian Richardson (Yam); 4. Joseph Armon (Hon); 5. Doug Jones (Yam).
VET: 1. David Dillingham (KTM); 2. Jon Simons (Yam); 3. Gary Mittelberg (Kaw); 4. Dwayne Minch (Hon); 5. Dave Berry (Hon).
JR: 1. Robert Duncan (Yam); 2. Zack Mabery (Hon); 3. Steve Akers (Kaw); 4. Patrick Myers (Kaw).
SR: 1. Glenn Leeds (Suz); 2. Mike Banahan (Hon); 3. David Pine (Suz); 4. Randall Smith (Hon); 5. Brad Barnett (Yam).
S/SR: 1. Rick Carpenter (KTM); 2. Frank Leivan (Yam); 3. Rick Whelove (Hus); 4. Bob Jones (Kaw); 5. Tony Schlader (Hon).

Barkley trees a win at Tablerock Supercross

By Chris Norman

MORGANTON, NC, SEPT. 19

Andy Barkley managed to put an end to the two-race win streak of David Groover when he won the Enduro class at the Tablerock Supercross.

Yamaha-mounted Barkley came out of the first turn in front of the four-stroke Hondas of Groover and Johnny Kirby and never looked back. Groover held off Kirby's attempts to pass for several laps before Kirby was able to move around him for second place. With the battle for second raging on behind him, Barkley was able to increase his lead on every lap. At the flag it was Barkley, followed by Kirby and Groover.

In other action, Yamaha-mounted Jason Libera came across the finish line first, ahead of

Jeremy Saunders and Brian Bolich, to win the highly competitive Unlimited C and D class. Libera also finished second to Bolich in the 125cc C class.

In the 80cc D class, Clyde Roberts won the qualifier, but midway through the main event he crashed hard. That allowed Allen Norman, Scott Norman and James Spooner to pass before Roberts could get his bike restarted. That wasn't an easy task, and by the time he managed to do so he was half a lap behind. Kawasaki-mounted Allen Norman pulled steadily away from the rest of the field to take the win, followed by Scott Norman, Spooner and Roberts. Roberts, however, came back to win the Junior Mini class over Suzuki-mounted Jonathan Rogers.

Christopher Newton dropped down from the 80cc Beginner class to race in the 60 (10-11) class, and he came away with a victory over Andrew Norman.

Results

50 (4-6): 1. Mack Dickson (Cob); 2. Dylan Cline (Suz).
50 (7-8): 1. Anna Norman (Lem).
65 (7-9): 1. Christopher Newton (Kaw).
65 (10-11): 1. Christopher Newton (Kaw); 2. Andrew Norman (Kaw).
80 BEG: 1. Alan Norman (Kaw); 2. Scott Norman (Suz); 3. James Spooner (Kaw); 4. Clyde Roberts (Kaw).
JR MINI: 1. Clyde Roberts (Kaw); 2. Jonathan Rogers (Suz).
SR MINI: 1. Scott Norman (Suz).
S/MINI: 1. Alan Norman (Kaw).
125 C: 1. Brian Bolich (Suz); 2. Jason Libera (Yam); 3. Jeremy Saunders (Hon).
125 D: 1. Alex Holden (Suz); 2. Steve Irvine (Hon); 3. Dennis Simmons (Yam).
250 A: 1. Jay Taylor (Suz).
250 D: 1. David Phiyon (Kaw); 2. Jodi Williams (Suz); 3. Alex Holden (Kaw).
U/L C/D: 1. Jason Libera (Yam); 2. Jeremy Saunders (Hon); 3. Brian Bolich (Suz); 4. Steve Irvine (Hon); 5. Dennis Simmons (Yam).
25+ A: 1. Sam Reece (Suz).
35+: Mike Culler (Yam).
ENDR: 1. Andy Barkley (Yam); 2. Johnny Kirby (Hon); 3. David Groover (Hon); 4. Steven Swofford (Kaw).

Kuhn dominates at Hunt Moto Park MX

By Michael Harasmisz

HUNT, NY, SEPT. 13

Yamaha-mounted Brandon Kuhn took the overall wins in the Mini Senior and Mini Combined classes at the ninth annual Scott USA Day at Hunt Moto Park. The victories were Kuhn's ninth and 10th wins of the year, keeping his undefeated streak for the season alive.

In the first Mini Senior moto, Kuhn grabbed the early lead, with Josh Pike and Daniel Phillips close behind. As he has done all year, Kuhn quickly pulled away from the other riders and opened up a commanding lead. Pike and Phillips, meanwhile, dived for second place. Kuhn took the moto win, with Pike holding off Phillips for second.

The second moto was a replay of the first, with Kuhn out front and Pike in second. This time, however, it was Donald Tayler in third, with Phillips running outside the top five. Kuhn took the win in the moto, which gave him the overall, with Pike taking second and second overall. Tayler was third, with his 4-3 tally giving him third overall.

In Mini Combined-class action, Kuhn went 1-1 for the overall while Phillips came back strong with a 2-2 moto score for second overall. Pike picked up his second trophy on the day with a 5-3 moto score for third overall.

Results

P/W: 1. Matthew Guilfoil (Cob); 2. Chris Lawrence (Cob); 3. Jeff Brigham (Cob); 4. Jonathan Sue (KTM); 5. Seamus McKeon (Lem).
60: 1. Cody Dunning (Kaw); 2. Brandon Meir (Kaw); 3. Steve Sliwinski (Kaw); 4. Alex Sigismond (Kaw); 5. Colin Carmen (Kaw).
MINI JR: 1. Cody Dunning (Kaw); 2. Jason Doyle (Kaw); 3. Matt Eastman (Kaw); 4. Chad Allen (Kaw); 5. William Reece (Yam).
MINI SR: 1. Brandon Kuhn (Yam); 2. Josh Pike (Kaw); 3. Donald Tayler (Kaw); 4. Mikey Silvarole (Kaw); 5. Daniel Phillips (Hon).
MINI COMB: 1. Brandon Kuhn (Yam); 2. Daniel Phillips (Hon); 3. Josh Pike (Kaw); 4. Andrew Sherdin (Hon); 5. Donald Tayler (Kaw).
SCHBY: 1. Jamie Robinson (Kaw); 2. Bobby Silvarole (Kaw); 3. Aaron Shepherd (KTM); 4. Steve Buchman (Hon).
16-24 COMB: 1. Aaron Dieter (Suz); 2. Ben Trask (Yam); 3. Aaron Utberg (Kaw); 4. R.J. Overall (Kaw); 5. Mark Beehler (Hon).
125 BEG: 1. T.J. Bell (Suz); 2. Bill Carey (Suz); 3. Timothy Kriger (Kaw); 4. Samuel Wray (Suz); 5. Kris Caswell (Yam).
125 NOV: 1. Tim Kopacz (Hon); 2. Steven Young (Suz); 3. Jeff Burdon (Suz); 4. Travis Blanchard (Hon); 5. Nick Colombo (Yam).
125 AM: 1. Aaron Utberg (Kaw); 2. Jamie Robinson (Kaw); 3. Aaron Shepherd (KTM); 4. Brian Broadwell (Suz); 5. Bobby Silvarole (Kaw).
125 EX: 1. Billy Silvarole (Kaw); 2. Aaron Dieter (Suz); 3. Joe Ellington (Yam); 4. Don Schmidt (Hon); 5. Eddie VanBallegooyen (Kaw).
250 BEG: 1. Jim Culer (Hon); 2. Bruce Corwin (Yam); 3. Jesse Sprenda (Yam); 4. Derek Decker (Kaw); 5. Dave Whalen (Kaw).
250 NOV: 1. Chris Ranson (Yam); 2. Mark Fisher (Suz); 3. Steven Edwards (Yam); 4. Jeff Ring (Suz); 5. James Disano (Kaw).
250 AM: 1. Baird Hageman (Hon); 2. Glenn Friedler (Hon); 3. Michael DiFiore (Kaw); 4. Jeremy Tiffany (Suz); 5. David Williams (Suz).

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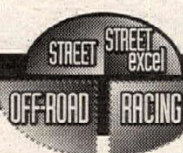
CLASS FINISHING POSITION	CLASS	RIDERS	BIKE MAKE
1st	Open Pro	Russ Pearson Nick Pearson	KTM
2nd		Destry Abbott	Kawasaki
4th		Dave Hamel	Kawasaki
1st	250 Pro	David Pearson	Vosburg KTM
2nd		Oakley Lehman	Kawasaki
1st	125 Pro	Dana Van Stee Erik Griffith	Kawasaki
1st	Big 4-Stroke Pro	Mike Healey	Yamaha
1st	Small 4-Stroke Pro	Steve Hengeveld Jeff Capt	Kawasaki
2nd		Aron Huntington	Yamaha
2nd	4-Stroke Expert	Kelly Yancey Kurt Caselli Steve Combs	Kawasaki
1st	Open Expert	Doug Chiapuzio Matt Murphy	Kawasaki
1st	Over 35 Expert	Steve Yeargin Doug Knox	Honda
1st	Open Amateur	Clay Gremel Clint Connelley Clay Connelley	Kawasaki
1st	Over 35 Amateur	Bruce Hendel Curt Cottrell John Meskey	Honda
1st	4-Stroke Amateur	Marty J. Smith Doug Clagg Roger McCabe	Honda



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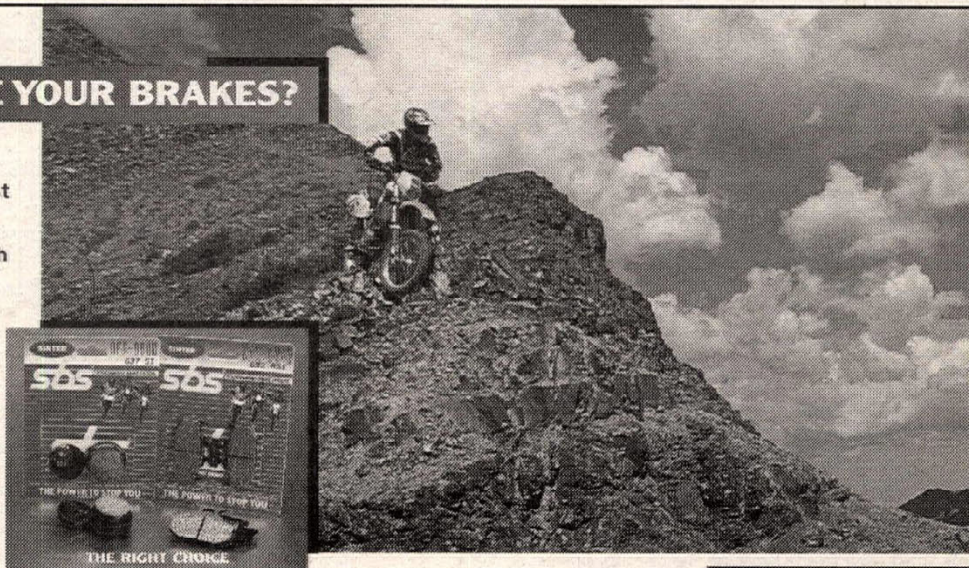


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(Right) Brad Huth (21) leads the start of the 125cc Beginner class at Glen Helen Raceway in San Bernardino, California. (Below) Shane Durham holds the lead in the 51cc class during racing action at the Steel City Motocross in Delmont, Pennsylvania.



250 EX: 1. Billy Silvarole (Kaw); 2. Doc Schmidt (Hon); 3. Aaron Dieter (Suz); 4. Joe Ellington (Yam); 5. Greg Meeder.
VINT/WDS: 1. Glenn Friedler (Hon); 2. Dale Ayers (Hon); 3. Wayne Barber (Kaw); 4. Andrew Bear (Hon); 5. John Young (Suz).
25+ AM: 1. Skip Kopciowski (Suz); 2. Brian Broadwell (Suz); 3. Michael DiFiore (Kaw); 4. Don Carman (Kaw); 5. Ty Taccone (Kaw).
25+ EX: 1. Billy Silvarole (Kaw); 2. Don Schmidt (Hon); 3. Eddie VanBallegooyen (Kaw); 4. Joe Ellington (Yam).
SR C: 1. George Martin (Kaw); 2. Pat Lewondowski (Suz); 3. James Traxler (Hon); 4. Rudy Ugliabro (Kaw); 5. Larry Dietsch (Yam).
VET: 1. Bart Lucas (Kaw); 2. Skip Kopciowski (Suz); 3. Ty Taccone (Kaw); 4. John Stiegler (Kaw); 5. Scott Daley (Hon).

Upton on top at Glen Helen MX

By Beth LaRock

SAN BERNARDINO, CA, SEPT. 20

More than 150 racers competed in the last-chance qualifier for the Yamaha-sponsored AMA California State Championship at Glen Helen Raceway, which offered a great opportunity for AMA riders to see the newly designed National track. And no one did better on the new layout than Don Upton.

Goat/MSR/FMF-backed Upton took an early lead in the first 250cc Pro/Intermediate moto, followed by 250cc Pro Mike Ulrich and 250cc Intermediate rider Kevin Gahan. 250cc Intermediate rider Nathan Craig, however, soon relegated Gahan to fourth. Upton, meanwhile, continued to dominate the race and by lap three he had a 25-second lead, while Ulrich and Craig battled for second. On lap four, coming out of Bud's Creek, Craig seized second, with 250cc Pro Ray Bowers moving into third.

On lap six, while Upton was cruising out front with a 30-second lead, Craig had his hands full with Bowers. Craig managed to hold him off at the line to finish second. At the checkered flag, the 250cc Pro-class moto winner was Upton; he was followed by Bowers and Ulrich. Craig took the win in the 250cc Intermediate class, followed by Gahan and Chris Barrett.

Craig surprised the Pros by snatching the holeshot in moto two. It didn't take long for him to be passed by Upton, who took over at the front on Animal Leap. By the end of lap two, Upton already had a healthy lead, and he held that lead to the finish, ending the day with a perfect 1-1 moto tally.

Craig, meanwhile, was managing to hang on to second until he missed a shift and was passed by Bowers. Bowers then held on to second while Craig lost another position on lap four to Ulrich. Craig, however, regained his composure and took third back from Ulrich on the last lap. Bowers ended up second, behind Upton, with Craig finishing third, ahead of Ulrich.

Some 26 125cc Beginners charged off the line for the first moto in that class, with Brad Huth leading in turn one, followed by Donnie Fuller

and Ryan Gilfoy. On the second lap, Fuller passed Huth, who in turn lost a spot to Gilfoy on lap three. Fuller, Gilfoy and Huth finished moto one in that order.

In moto two, Huth was the early leader, with Gilfoy and Fuller in pursuit. On the second lap, Gilfoy took the lead from Huth as Fuller went off the track, allowing Steve Hernandez to take over third. Hernandez's third-place position was short-lived, however, as Fuller reclaimed the spot on the following lap. Gaining momentum, Fuller passed both Gilfoy and Huth on the fourth lap, and he held the lead to the finish. Gilfoy and Huth finished second and third, respectively.

Results

P/W: 1. Bruce Rutherford (KTM); 2. Donnie Kearney (KTM); 3. Webb Massey (KTM); 4. Bryce Stewart (KTM); 5. Joshua Massey (KTM).
P/W MOD: 1. Myles Tedder (Yam); 2. Kyle Yarnell (Yam); 3. Sean Renshaw (Yam).
60 (0-8): 1. Andrew Johnson (Kaw); 2. Webb Massey (Kaw).
60 (9-11): 1. Aaron Breid (KTM); 2. Ross Pacheco (Kaw); 3. Matthew Tedder Jr. (Kaw); 4. Andrew Yarnell (Kaw); 5. Andrew Saldate (Kaw).
80 BEG: 1. C.J. Mahon (Yam); 2. Dan Bartz (Suz); 3. Brett Crier (Kaw); 4. Mitch Maxwell (Hon); 5. Nicholas Clanton (Yam).
80 NOV: 1. Jared Minor (Hon); 2. Kevin Breid (Yam); 3. Ty Renshaw (Kaw); 4. Nick Lopez (Hon); 5. Bryan Huth (Kaw).
80 INT/EX: 1. Tyson Burmeister (Yam); 2. Mateo Carmona (Yam).
125 BEG: 1. Donnie Fuller (Yam); 2. Ryan Gilfoy (Kaw); 3. Brad Huth (Yam); 4. Rob Styron (Suz); 5. Steve Hernandez (Kaw).
125 NOV: 1. Richie Owens (Yam); 2. Jason Claretta (Yam); 3. Brett Hoyal (Yam); 4. Nathan Jones (Yam); 5. Jed Herring.
125 INT: 1. Nathan Craig (Suz); 2. Chris Barrett (KTM); 3. Nate Hawley (Yam); 4. Kevin Townsend (Suz); 5. Bomber Hernandez (Suz).
125 PRO: 1. Tyson Taylor (Hon); 2. Tim Doyle (Yam).
250 BEG: 1. Brett Daugherty (Suz); 2. Frank Wright (Yam); 3. Ryan Nesland (Kaw); 4. Dan Fargee (Hon); 5. Randy Shadoun (Hon).
250 NOV: 1. Jed Herring (Yam); 2. Zodi Scori (Yam); 3. Gary Lacy (Hon); 4. Kirk Vasquez (Kaw); 5. Cameron Mulford (Kaw).
250 INT: 1. Nathan Craig (Yam); 2. Kevin Gahan (Yam); 3. Chris Barrett (KTM); 4. Juan Posada (Yam); 5. Cole Townsend (Yam).
250 PRO: 1. Don Upton (Suz); 2. Ray Bowers (Hon); 3. Mike Ulrich (Yam).
4-STRK NOV: 1. Mark Moore (Yam).
4-STRK INT: 1. Cole Townsend (Yam); 2. Chad Blough (Yam).
JR VET BEG: 1. Morgan O'Dell (Hon).
JR VET NOV: 1. Matt Morgan (Suz).
JR VET INT: 1. Bryan Lamborn (Yam).
VET BEG: 1. Frank Wright (Yam); Dave Mullen (Hon); 3. John Barry (Yam); 4. Ken Kinnucan (Yam); 5. David Ray Williams (Hon).
VET NOV: 1. Gary Lacy (Hon); 2. Danny Lee Jones (Yam); 3. Morgan Pierce (Suz); 4. Rich Waite (Kaw).
VET INT: 1. Bryan Friday (Kaw); 2. Eric Hameister (Yam); 3. Paul Wright (Yam).
VET EX: 1. Willy Musgrave (KTM); 2. Matt Tedder (Hon); 3. Doug Yarnell (Hon); 4. John Whitaker (Yam); 5. Ron Coleman (Hon).
SR NOV: 1. Michael Johnson (Hon); 2. Mike Naduga (Yam); 3. Charles Ollervides (Hon); 4. Greg Clanton (Yam).
SR INT: 1. Kirk Bassett (Yam).
SR EX: 1. Bob Maxwell (Yam).
WMN: 1. Elizabeth Bash (Yam); 2. Kelly Yancy (Kaw).

Yezeek sweeps Steel City MX

By Chad Davis

DELMONT, PA, OCT. 4

Davey Yezeek was the man of the hour in round five of the District 5 State Championship Series, held at the Steel City MX.

As the gate dropped for the 125cc A class, it was Johnny Onisko taking the first holeshot of the day. Close behind were Yezeek, Bub Thomas and Joshua Sweat. Sweat's threat didn't last long, however, as he slid out in the second corner while trying to make a move on Thomas. Out front, it was Yezeek making a charge down the long downhill and outraking Onisko at the bot-

tom to take the lead. It didn't take long for Yezeek to open a sizable lead with his quick lap times.

Sweat, meanwhile, was working his way up as he pushed his way past Thomas and set his sights on Onisko. Sweat came up on Onisko pretty fast and continued to work all the lines that he could, testing Onisko to see what would work. Taking the inside line proved to be successful, but Onisko continued to stay close and gave Sweat a couple of nudges in the upcoming corners. Up front, Yezeek continued to streak ahead, extending his lead to 18 seconds by the checkered flag.

The 125cc B class, meanwhile, was led through the first corner by Alan Bonano. He was being chased by Tom Kelly, Marc Bosnic and Travis Mahoney. Kelly managed to take the lead from Bonano, with David Hill following close behind. Kelly went down after banging bars with Hill as Mahoney was being hounded by David Whitcraft. Yet again, one of the leaders crashed as Bonano lost the front end in the S-turn section. Mahoney then started rubbing plastic with Hill.

Coming up through the pack to join in the battle was Whitcraft, leaving Bosnic and Justin Paris behind to battle for fourth place. Hill held off the charging Mahoney and Whitcraft to take the win.

The second moto found Kelly out in front of the pack, with Bosnic and Erik Hanlin close behind. Hill came up through to take the second-place ride after half a lap, and he finally pressured Kelly into making a mistake. Also working his way through the pack was Whitcraft, who took second place from Mosnic. Then came Mahoney and Paris. The win went to Hill, followed closely by Whitcraft. Behind them came Bosnic, Paris and Patrick Heaney.

The second moto of the 250cc A class started with Sweat leading Yezeek, Gaylon Dickson and Joe Pepicello. Yezeek slid out in the S-turns while trying to make a move on Sweat, and he remounted in fourth place. He was on fire, however, and he sailed into second place only three turns later. With Sweat out front with an 18-second lead, Yezeek had his work cut out for him. He was up to the challenge, however, and he reeled Sweat in to eventually take the win.

Results

51 CL-1: 1. Shane Durham (Cob); 2. Tyler McGoff (KTM); 3. Dylan Slusser (Cob); 4. Henry Spreng (Cob); 5. Blaine Gould (KTM).
51 CL-2: 1. Broc Streit (Cob); 2. Keith Moran Jr. (Cob); 3. Darryn Durham (Cob); 4. Lee Boot (Act); 5. Timothy Tuttle (Act).
51 CL-3: 1. Ryan Augustine (Yam); 2. Jimmy Knisley (Yam); 3. Joshua Anderson (Yam); 4. Michael Branthover (Yam); 5. Joe Bokoh (Yam).
65: 1. D.C. Clark (Kaw); 2. Michael McDade (Kaw); 3. Sean Hackley Jr. (Kaw); 4. Andrew Kromel (Kaw); 5. Dustin Chacalla (Kaw).
80 (7-11): 1. Broc Hepler (Suz); 2. D.C. Clark (Suz); 3. Joshua Campbell (Kaw); 4. Robert Rees (Suz); 5. Terrance Manning (Suz).
80 (12-13): 1. Gene Stull (Suz); 2. Micky Marshall (Yam); 3. Troy Gould (Suz); 4. Jason Crisp (Yam); 5. Ryan Coleman (Suz).
80 (14-15): 1. Robert Shuckhart (Kaw); 2. Adam Musgrove (Kaw); 3. Brandon Bradley (Kaw); 4. James Bower (Kaw); 5. Sean Morris (Hon).
S/MINI: 1. Gene Stull (Suz); 2. Micky Marshall (Yam); 3. Robert Shuckhart (Kaw); 4. Brandon Bradley (Kaw); 5. Jason Crisp (Yam).
SCHBY: 1. David Hill (Kaw); 2. David Whitcraft (Suz); 3. Michael Sigmund (Kaw); 4. Erik Hanlin (Suz).
CLGBY: 1. Kevin Karasevic (Suz); 2. Brian Karasevic (Suz); 3. Anthony Guzzi (Hon); 4. Joe Pepicello (Hon).
125 A: 1. Davey Yezeek (Suz); 2. Johnny Onisko (Kaw); 3. Josh Sweat (Suz); 4. Bub Thomas (Suz); 5. Timmy Coombs (Kaw).
125 B: 1. David Hill (Kaw); 2. David Whitcraft II (Suz); 3. Marc Bosnic (Suz); 4. Justin Paris (Suz); 5. Jason McHugh (Suz).
125 C: 1. Jason Berger (Yam); 2. Aaron Berry (Suz); 3. Albert Sebeck (Suz); 4. Matt Marks (Suz); 5. Mike Foster (Suz).
250 A: 1. Davey Yezeek (Suz); 2. Josh Sweat (Suz); 3. Gaylon Dickson (Kaw); 4. Joe Pepicello (Hon); 5. Jason Stevens (Suz).
250 B: 1. Marc Bosnic (Suz); 2. Ross Bartlett (Kaw); 3. Justin Paris (Suz); 4. Walter Mahoney (Suz); 5. Kenneth Kearns (Suz).
250 C: 1. Denny Stilwell (Yam); 2. Ben Corcetti (Suz); 3. Trevor Kirden (Kaw); 4. Jason Maraugh (Suz); 5. Scott Ruetschi (Yam).
OPEN B: 1. Jamie Held (Hon); 2. David Fox (Kaw); 3. Ken Fisher (KTM); 4. Bob Bianco (Yam); 5. Bernard Slusser (Suz).
25+ 1: 1. Gaylon Dickson (Kaw); 2. Ross Bartlett (Kaw); 3. Todd Streit (Suz); 4. Walter Mahoney (Suz); 5. Sandi Paris (Suz).
VET A: 1. Gaylon Dickson (Yam); 2. Todd Streit (Suz); 3. James Knisley (Suz); 4. Jeff Ellenberger (Suz); 5. Chris Durham (Yam).

40+: 1. Jack Mills (Yam); 2. Tim Booth (Hon); 3. Henry Hauenstein (Kaw); 4. Carl Neidlinger (Yam); 5. John McConnell Jr. (Yam).

Bredeson rocks Rocky Mountain MX

By Gregory K. Corns

MILLIKEN, CO, SEPT. 13

Lonnie Bredeson, 36, clinched the overall in both the Over 25 B and Over 30 B classes aboard his Camera Eyeware/Shaklee-sponsored Honda at the eighth round of the Rocky Mountain Motocross Association's Summer Series, held on the Two Rivers Racing track at the Leahy Family Farm facility.

Dean Haight took the lead in the first moto of the Over 30 B class, with Bredeson second and David McMechen third. Kawasaki-mounted James Rose started in fourth but quickly fell victim to Johnny Clifford. Light rain and winds made the going rough, but Bredeson's vision remained clear as he sped past Haight in the lower whoop section. Clifford, meanwhile, turned up the wick on and passed McMechen for third in one of the slippery corners of the track. Once he'd disposed of McMechen, Clifford pulled to within two seconds of Haight. Just seconds prior to the white flag, Clifford executed a well-calculated pass on Haight for second as the two entered the wooded S-turn area.

The win went to Bredeson, with Clifford four seconds behind. Haight, McMechen and Rose rounded out the top five finishers.

The rains subsided for moto two, leaving the track in superb condition, with excellent traction. Bredeson took advantage of the conditions early on as he hailed out of turn one with the holeshot. Clifford and Haight ran bar to bar into turn two, with Haight finally gaining the advantage to hold down second on the opening lap. McMechen and Craig Buck followed in fourth and fifth, respectively.

Emerging from the whoops, Bredeson enjoyed a three-second lead as he began lap two, and he remained out front until midmoto. At that point, Haight moved alongside in the quad section and made a pass for the lead stick prior to entering the S-turn area. It was a decisive move and it gave him the victory. Bredeson finished second, with Clifford third, some 12 seconds behind. McMechen and Derek Woodman rounded out the top five. Haight's bittersweet 3-1 performance earned him second overall, with Bredeson claiming the overall via his 1-2 tally.

Results

50 (4-6): 1. Nathan DeAndrea (KTM); 2. Travis McGray (KTM); 3. Garrett Tyrrell (KTM); 4. Anthony Griego (Act); 5. T.J. Lucero (Yam).
50 (7-8): 1. Ricky LaMontagne (Act); 2. Kyle Obenshain (KTM); 3. Dalton Moyer (Cob); 4. Kacey Campbell (Act).
50 (4-8): 1. T.J. Lucero (Yam); 2. Daniel Romero (Yam); 3. Dylan Gerauer (Yam); 4. Brice Osbourne (Yam).
50 (9-11): 1. Andrew Valdez (Cob); 2. Ricky LaMontagne (Act); 3. Dalton Moyer (Cob); 4. Kyle Obenshain (KTM); 5. Colter Dimick (KTM).
60 (6-8): 1. Zach Larson (Kaw); 2. Andrew Valdez (Kaw); 3. Michael Bowman (Kaw); 4. Colter Dimick (Kaw); 5. Michael Kozub (Kaw).
60 (9-11): 1. Kyle Cohrs (Kaw); 2. Justin Boyd (KTM); 3. Michael Haight (Kaw); 4. Brian Braby (KTM); 5. Dalton Dimick (KTM).
80 (7-11): 1. Brady Sharp (Hon); 2. Shane Willms (Kaw); 3. Michael Carder (Kaw); 4. Andrew Griego (Yam); 5. Cody Boyd (Hon).
80 (12-13): 1. Brandon McGray (Suz); 2. Jay Lynch (Yam); 3. Phil Ranum (Hon); 4. Mike Jaureni (Suz); 5. Kelly Longwell (Kaw).
80 (14-16): 1. T.J. Russell (Hon); 2. Brandon Mett (Hon); 3. Dan Gescha (Hon).
YTH BEG: 1. Shane Willms (Kaw); 2. William High (Kaw); 3. Kyle Schaeffer (Kaw); 4. Joseph Bratters (Hon); 5. Trent Barnes (Kaw).
S/MINI: 1. T.J. Russell (Hon); 2. Phil Ranum (Hon); 3. Brandon McGray (Suz).
16-24: 1. Matt Karlens (Yam); 2. Kirk Huff (Yam); 3. Chris Longwell (Kaw); 4. Brent Rajewski (Kaw); 5. Ryan Rozinski (Yam).



(Left) Doug Lovett (67) leads the way en route to winning the overall in the Over the Hill Gang's Novice class at Glen Helen in San Bernardino, California.

(Below) Jason Conlon (194) leads eventual winner Tom Welch (79) in the first 250cc A moto at the Happy Ramblers MX in Hanover, Pennsylvania.



SCHBY: 1. Michael Archuleta (Suz); 2. Preston Puchek (Kaw); 3. Dustin Lookhart (Kaw); 4. Aaron Wersinger (Yam); 5. Rylon Peterson (Yam).

125 A: 1. Bobby Fitch (Yam); 2. Josh Kellogg (Yam); 3. Dave Ford (Hon); 4. Danny Lookhart (Yam); 5. Wes Hale (Suz).

125 B: 1. Marc Warmuth (Hon); 2. Brent Rajewski (Kaw); 3. Chris Longwell (Kaw); 4. Ryan Rozinski (Yam); 5. Preston Puchek (Kaw).

125 C: 1. Chad Strotheide (Hon); 2. Robert Finocchario (Hon); 3. Adam Schafroth (Hon); 4. Aaron Wersinger (Yam); 5. Nathan Mulholland (Yam).

OPEN BEG: 1. Samuel Schall (Hon); 2. Dan Mordough (Hon); 3. Adam Schafroth (Hon); 4. Corey Miller (Hon); 5. Chris Winkelhake (Hon).

250 A: 1. Josh Kellogg (Yam); 2. Matt Karlson (Yam); 3. Keith Campbell (Kaw); 4. Wes Hale (Suz); 5. Darrell Miller (Kaw).

250 B: 1. Kirk Huff (Yam); 2. Josh Lehnher (Hon); 3. Craig Hasto (Yam); 4. Darin Guerrie (Kaw); 5. David McMechen (Suz).

250 C: 1. Brad Harris (Kaw); 2. Jeremy Wheeler (Hon); 3. John Castagna (ATK); 4. Mike Foster (Hon); 5. Corey Miller (Hon).

25+ A: 1. Josh Kellogg (Yam); 2. Keith Campbell (Kaw); 3. Dustin Monger (Kaw); 4. Alan Angelopoulos (Yam); 5. Joe Arnold (Kaw).

25+ B/C: 1. Lonnie Bredeson (Hon); 2. Darin Guerrie (Kaw); 3. Jason Moyette (Yam); 4. Mark Lund (Yam); 5. Matthew Seitz (Hon).

30+ A: 1. Keith Campbell (Kaw); 2. Darrell Miller (Kaw); 3. Joe Arnold (Kaw); 4. Jeff Quenzler (Yam).

30+ B: 1. Lonnie Bredeson (Hon); 2. Dean Haight (Yam); 3. Johnny Clifford (Hon); 4. David McMechen (Suz); 5. Derek Woodman (Yam).

30+ C: 1. Anthony James (Hon); 2. Timothy Dixon (Suz); 3. Dan Mordough (Hon); 4. Mike Hibbs (KTM); 5. Bob Mozingo (Hon).

40+ A: 1. Pat Leahy (Hon); 2. David Pickett (Kaw); 3. John Longwell (KTM); 4. Dale Winczewski (Yam).

40+ C: 1. Jim Wright (Hon); 2. Hans Marschler (Hon); 3. James Martell (Kaw); 4. Michael Hall (KTM); 5. Steve Michels (Hon).

WMN A: 1. Brookie Renker (Yam); 2. Dawn Winczewski (Yam); 3. Cynthia Bennett (KTM).

INT: 1. Steve Karsten; 2. Eric Barr; 3. Rocky Hash; 4. Dan Leahy; 5. Brett Menzie.

38+ INT: 1. Joe Stern; 2. Jim Roth; 3. Phil Beckman; 4. Bob Sullivan; 5. Jack Roten.

EX: 1. Fred Nichols; 2. Adrian Ciomo; 3. Stephan Watson; 4. Chuck Bennet; 5. Dave Rodriguez.

38+ EX: 1. Greg Green; 2. Mike Altenhafel; 3. Gary Schneider; 4. Dan Beersend; 5. Jeff Mason.

PRO: 1. Willy Musgrave; 2. Dave Sarian; 3. Jam Ham; 4. Minny Sirota.

38+ PRO: 1. Mark Brooks; 2. David Fontes; 3. Carl Gazafy; 4. Jeff Kaplan.

Welch hammers at Happy Ramblers MX

By Jerry Athey

HANOV3ER, PA, SEPT. 13

JT Motorsports/Factory Connection/FMF/Smith/Bieffe-backed Suzuki rider Tom Welch survived brutal conditions and fierce competition to take the wins in the 125cc A, 250cc A and Over25 A classes at round 12 of the District 7 Expert Motocross Series, hosted by the Maryland Competition Riders at Happy Ramblers MX. Welch, who is the district's defending 125 and 250cc A-class champion, was celebrating a very successful season on the Pro National circuit, where he put in several top-20 rides on his way to a top-100 National number for 1999.

Welch blasted to the holeshot in the first 250cc A moto, closely pursued by JT Motorsports/Boyesen/Axo/Spectro-backed Suzuki rider Jason Conlon, Diamond Motorsports Kawasaki rider Chris Brown, Loudoun Motorsports' Michael Hall and JT Motorsports/Pro Circuit/Pro-Action-backed Jeff Grove. Welch and Conlon immediately went at it for the lead, with Conlon making his move for the top spot in the track's technical back section while Grove, Yamaha-mounted Kevin Brodsky and Pete's Cycle Co.-backed Michael Moore battled for third. Conlon resisted the attack of Welch until just after the halfway point in the moto, when Welch shot under the Suzuki of Conlon to retake the lead. With just one triple jump and a small chicane remaining to the finish, Conlon made an aggressive last-ditch attempt to move past Welch on the outside of the final turn and he went down in a cloud of flying dirt. Welch blitzed the checkers for the moto win, followed by Conlon, who had quickly remounted for second. Brodsky put in a strong ride for third, followed by Grove in fourth and Kawasaki-mounted Jeff Drury in fifth.

Due to dust-control issues, Welch and Conlon would be denied their chance for a rematch, as the second set of motos was canceled for safety reasons after deliberation by the event organizers and district officials. Welch was credited with the win, as well as the overalls in the 125cc A and Over 25 A-classes, as it was decided that first-moto scores would be used to determine the overall winners on the day.

Results

125 A: 1. Tom Welch (Suz); 2. Jason Conlon (Suz); 3. Todd Stith (Yam); 4. Ryan Jones (Hon); 5. Kevin Brodsky Jr. (Yam).

250 A: 1. Tom Welch (Suz); 2. Jason Conlon (Suz); 3. Kevin Brodsky Jr. (Yam); 4. Jeffrey Grove (Suz); 5. Jeff Drury (Kaw).

25+ A: 1. Tom Welch (Suz); 2. Michael Moore (Kaw); 3. B. Ted Orr (Suz); 4. Jeffrey Grove (Suz); 5. Michael Hall (Hon).

Lillard on top in KB SX

By Bret Eckert

SACRAMENTO, CA, SEPT. 25

Woodland Cycle-backed "Smokin'" Joe Lillard used a two-one punch to claim the 125cc overall during round four of the Holeshot Moto Accessories/Carmichael Honda/MC Concepts-sponsored Northern California Motocross Series. With only one round remaining, Lillard's win practically assures him of a top-three finish in the KB Racing-promoted series.

A full gate of talented riders squared off for moto one in the 125cc Beginner division. Michael Carnes, on a PCP Yamaha/Suzuki-sponsored YZ, grabbed the holeshot and the early lead, followed by Lillard, John Hodge, and the Kawasakis of Jake Hensley and Keith Flores.

Carnes, Lillard and Hodge set a blistering pace that would keep them in front of the rest of the class for the entire moto. The next three positions, however, changed hands every lap as a terrific battle developed between Honda riders Mike Matthew and Chris Young. Both riders, well out of the top five after the first lap, moved up quickly as Hensley went down and fell back to 10th on lap two. Matthew took advantage of Hensley's mishap and gained two positions, taking over fourth, while Young displaced Hitoshi Aizawa for fifth. From lap two on, Matthew and Young traded positions, flying across the finish-line tabletop one ahead of the other on successive laps. Finally, when the checkered flag flew, Carnes, Lillard and Hodge came across in that order to fill the top three. Young triumphed over Matthew this moto, rounding out the top five.

Moto two had some familiar names up front, as Hodge secured the number-one spot early on, with Matthew and Lillard applying pressure from behind. Kawasaki-mounted Ryder Morrison gated well, along with Aizawa, and those two filled out the top five. First-moto winner Carnes was back in eighth and had to make up for a poor start; he continued to find his rhythm throughout the moto.

Up front, Matthew zapped Hodge on lap two while Lillard, one spot back in third, bided his time to make his mark. His moment came on the fourth lap, when he put his KX ahead of both Matthew and Hodge, securing the lead position. The top five places appeared to be set in stone, as no one else could make a pass stick. At the finish, it was Lillard taking the win, followed by Hodge, Matthew, Young and Flores.

When the scores were tallied, Lillard's 2-1 tally was the best of the night, earning him the overall honors. Hodge's consistent 3-2 scores were good for second, and Carnes claimed the last podium spot, combining a sixth-place moto-two finish with his first-moto win.

Results

50 PW/JR/Z BEG: 1. Mike Hernandez (Yam); 2. Kyle Tigert (Yam); 3. Nicholas Bacchini (Yam); 4. Stuart Luper (Yam); 5. Joel Fittro (Yam).

50 (4-6) BEG: 1. Trevor Faulkner (KTM); 2. Keith Knight (KTM); 3. Dillon Moore (KTM); 4. Mike Hernandez (KTM); 5. Ty Keenom (KTM).

50 (7-9) BEG: 1. Kody Onella (Lem); 2. Chad Smith (Cob); 3. Jared Lang (KTM); 4. Mason Womack (Lem); 5. Corey Padilla (KTM).

50 NOV: 1. Brian Foster (Lem); 2. Stenson Womack (Lem); Ricky Adams (Act); 4. Jake Larson (Lem); 5. Joshua McPherson (KTM).

65 BEG: 1. Stenson Womack (Kaw); 2. Eric Byfield (Kaw); 3. Joey Harris (Kaw); 4. Kramer Patterson (Kaw); 5. Joshua Fittro (Kaw).

65 NOV: 1. Ryan Ferris (Kaw); 2. Matthew Spencer (Kaw); 3. Beau Weigand (Kaw); 4. Kevin Byfield (Kaw); 5. Brad Kelly (Kaw).

85 (8-12) BEG: 1. Ryan Ferris (Suz); 2. Travis Williams (Hon); 3. George LaHargue (Kaw); 4. Beau Wiegand (Suz); 5. Matthew Spencer (Hon).

85 (13-16) BEG: 1. Carson Meyers (Kaw); 2. Rory Radovich (Hon); 3. Donny Stommel (Yam); 4. Danny Harris (Kaw); 5. John Van Dyke (Kaw).

85 NOV: 1. Mike Matson (Yam); 2. Jeremiah Gerber (Yam); 3. Thomas Bushey (Kaw); 4. Blake Kelly (Yam).

125 SCHBY BEG: 1. Cam Foster (Yam); 2. Chris Van Meter (Yam); 3. Josh Jenkins (Yam); 4. Brian Fetrow (Kaw); 5. Brian Fedorchak (Hon).

125 SCHBY NOV: 1. Kevin McGovern (Yam); 2. Mike Matson (Suz).

125 BEG: 1. Joe Lillard (Yam); 2. John Hodge (Yam); 3. Michael Carnes (Yam); 4. Mike Matthew (Hon); 5. Christopher Young (Hon).

125 NOV: 1. Kevin McGovern (Yam); 2. Curtis Tackley (Kaw); 3. Jeremiah Lewis (Hon); 4. Lonny Fritch (Yam); 5. Kyle Marsalla (Yam).

250 BEG: 1. Paul Gerbi (Hon); 2. Frank Chavez (Hon); 3. Jason Gerbi (Hon); 4. Josh Carney (Yam); 5. Bryan Gambill (Kaw).

250 NOV: 1. Tim Stowe (Suz); 2. Scott Pella (Hon); 3. Chad Pace (Hon); 4. Christopher Westphal (Yam); 5. Pat Harlow (Hon).

PRO-AM: 1. Cliff Cook (Yam); 2. Ben Weisenberg (Yam); 3. Jake Windham (Suz); 4. Steve Thinger (Hon); 5. Kenny Bell (Yam).

25+ BEG: 1. Bruce Thinger (Hon); 2. Stuart Nelson (Hon); 3. Frank Chavez (Hon); 4. Gary Whitaker (Suz); 5. Erik Week (Suz).

25+ NOV: 1. Steve Thinger (Hon); 2. John Moore (Yam); 3. Curtis Tackley (Kaw); 4. Chris Westphal (Yam); 5. Cody Landers (Yam).

VET BEG: 1. Rick Forbes (Suz); 2. Erik Week (Suz); 3. Guy Lowe (Kaw); 4. Glen Lawrence (Yam); 5. Louis Webb (Hon).

VET NOV: 1. Cody Landers (Yam); 2. Robert Woehle (Hon); 3. Dan DeNuzzo (Hon); 4. Stuart Nelson (Hon); 5. Peter Hamel (Hon).

VET INT: 1. Peter Crowell (Kaw); 2. John Moore (Yam).

O/T BEG: 1. Mark Correa (Kaw); 2. Chuck Shipley (Hon); 3. Gene Brandt (Suz); 4. Steve Spaulding (KTM).

O/T NOV: 1. Jim Breneisen (Hon); 2. Mark Green (Yam).

O/T EX: 1. Peter Crowell (Kaw).

Sidecars heat up Portland Road Race

By Rick Murray

PORTLAND, OR, SEPT. 18-20

With weather that's normal for Portland, Oregon, in September, the racers of the Sidecar Racers Association made the trip to Portland International Raceway for the ninth race in their Western Division series. When all was said and done, it was the pairing of Rick Murray and Heather Belletto that came out on top.

Sunday came with high clouds and no rain, and the first heat got under way with Tim Coughlin and Dawna Holloway leading for the first three laps. They were overtaken on the front straight, however, by the Mark Bevans/Frank Bevans duo, followed by Rick Murray and Heather Belletto. As Bevans/Bevans entered turn one, their gearbox locked up, putting them sideways as Murray/Belletto went inside, followed by the Ed Ramones/Craig Evans team; Coughlin/Holloway tried the outside, only to lose their momentum.

Heat two saw the field limited to just seven teams, with Bill Becker's ZX10 having blown a head gasket and the Bevans rig going out with the broken gearbox. The Ramones/Evans duo made a quick start, with Murray/Belletto directly on their rear fender. The pace ran for all seven laps in this way, with each team having faster and slower spots on this very fast track. The battle for the third spot was tight, with Coughlin/Holloway and Greg Roberts/Victor Bernasconi swapping positions, with Roberts/Bernasconi coming out on top in the heat and taking the overall with the Olympic-style scoring of both events.

Results

SDCR: 1. Murray/Belletto (Kaw); 2. Ramones/Evans (Hon); 3. Roberts/Bernasconi (Suz); 4. Coughlin/Holloway (Kaw); 5. VanOrsdale/Thomas (Hon).

Lovett rocks REM MX

By Chris Sanchirico

SAN BERNARDINO, CA, SEPT. 26

Suzuki-mounted Doug Lovett topped the extremely competitive Over the Hill Gang Novice class, going 2-3 on the day for first overall on a beautifully sunny September day.

The old-school-style REM track utilized hilly natural terrain filled with a nasty mix of off-camber hillclimbs, turns and switchbacks, which provided for very tight racing on the day. In the Novice class, it was a three-way dogfight for the overall between Lovett, Todd Barsby and Tommy Flennikon. The trio jousted for the entire day, and when the dust settled, it was a three-way tie for the overall with all three having five points.

In the first moto, Mark Jones launched his Long Beach Motorsports-backed YZ250 into the lead, with Barsby, Flennikon and Lovett giving chase. Jones' lead was short-lived, as he came to a stop in a big mud puddle. Barsby pounced on the opportunity and claimed the lead. Barsby, Flennikon and Lovett then separated themselves from the pack. Late in the moto, YZ-mounted Flennikon made his move on Barsby in the twisty back section of the track to claim the lead, with Lovett a close third.

With one lap remaining, Barsby made things exciting by stalling his bike over the start/finish line. He was able to get it restarted before a charging Lovett could get around him for the second spot. At the line, it was Flennikon with a comfortable lead over Barsby and Lovett.

In moto two, Lovett, knowing the start would be vital, grabbed an extra handful of throttle to get the holeshot. Val Fukunaga gave chase, followed by Peter Dobrotin and Jacques Germain. With Lovett in the lead, Fukunaga began to apply pressure and he eventually took the lead with a great inside pass.

With the overall on the line, Flennikon passed Barsby and put himself in position to take the overall. With one lap to go, however, Flennikon bobbled in the back section, allowing Barsby to take over third - which handed the overall to Lovett.

Results

BEG: 1. Jason Woempner; 2. Keith Smith; 3. Steve Mangrone; 4. Garth Gallocher; 5. Kirby Smith.

38+ BEG: 1. Don Reed; 2. Dennis Rosenberg; 3. Frank Derby; 4. Bill Billings; 5. Vicky Henn.

NOV: 1. Doug Lovett; 2. Todd Barsby; 3. Tommy Flennikon; 4. Peter Dobrotin; 5. Val Fukunaga.

38+ NOV: 1. Michael Rigdon; 2. James Holman; 3. Mark Martin; 4. John Adams.

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(Above) Eric Christiansen (111) was the first to greet the checkered flag in both the Four-Stroke Novice and Open Novice classes at round four of CMXR's Summer/Fall Series in Carlsbad, California.

(Left) Charlie Coleman (781) gets the holeshot over the rest of the Vet Amateur class during New York State MX Championship action at Broome-Tioga.

Carsten blasts Broome-Tioga MX

By Jim Sanderson

BINGHAMTON, NY, SEPT. 27

Barry Carsten, Charlie Coleman and Mike Leavitt took top honors in the Senior Expert, Senior Amateur and Mini Combined classes, respectively, at the 16th annual Kawasaki Team Green/Pirelli Tires New York State Motocross Championships, held at the Broome-Tioga Sports Center. Just fewer than 500 riders came out to race the full Pro National track in 24 classes. The weather was warm and sunny in the morning, but severe thunderstorms moved through the region in the afternoon and huge downpours left the race course under water. Promoter Tom Hurd decided to cancel the second half of the program due to unsafe conditions. Trophies and pro pay-outs were awarded based on a one-moto score.

Carsten nailed the holeshot in the first Vet Expert moto and never looked back. Trailing behind him were Jerry Kuhn, Dennis Baldwin, Tom Bruno and Gene Nighman. At the ski jump, it was Carsten, Kuhn, Bruno, Nighman and Ted Robinson. When the top five came off the national hill, Carsten already had a significant lead, while Bruno had moved up to second. Kuhn dropped to third while Nighman and Robinson rounded out the top five. Carsten's lead was some eight seconds by the end of the first lap.

The top five remained unchanged through the first half of lap two until Bart Lucas got by Robinson for fifth. Carsten was gone by the third lap with more than 20 seconds on second place. On the last lap, Lucas got by Nighman for fourth. The moto went in the books with Carsten beating Bruno, Kuhn, Lucas and Nighman.

Charlie Coleman got holeshot honors in the first Vet Amateur moto, with Randy Gardner, Phil Dowell, Al Cifonelli and David Carman rounding out the top five through the first turn. When the leaders came off the national hill, Coleman still held the point position, followed by Gardner, Dowell, Joe Mackey and Cifonelli. Near the end of the first lap, Gardner passed Coleman for the lead on the off-camber double on the back hill and then crashed in the following turn and dropped out of the top five. The leaders at the beginning of lap two were Coleman, Dowell, Mackey, Cifonelli and Rick Tozier. Coleman came off the national hill on lap two with a 14-second lead. Mackey got around Dowell for second, dropping Dowell to third. Cifonelli was a consistent fourth, with Tozier fifth. Cifonelli then got past Dowell for third. On the last lap, Tozier passed Dowell on the national hill for fourth. Coleman took the checkered flag, followed by Mackey, Cifonelli, Tozier and Dowell.

Bob Kiniry nabbed the holeshot in the first Super Mini moto. Off the national hill, it was Kiniry, Charles Ellis, Gene Nighman, Tony Zenzillo and Mike Leavitt. Leavitt got around Zenzillo for fourth just before the 90-foot Broome-Tioga dinner table, with the top five all making the huge jump. On lap three, James McNeil took fifth from Zenzillo and Nighman took second from Ellis just before the dinner table.

Kiniry crashed somewhere on the national hill and remounted in seventh. When the leaders came off the national hill, it was Nighman out front, followed by Leavitt, Ellis, McNeil and Zenzillo. Just before the checkered flag, Leavitt made a daring pass for the lead over the off-camber double and managed to make it stick. The final order was: Leavitt, Nighman, Ellis, McNeil and Zenzillo.

Results

P/W: 1. Nicholas Luu; 2. Chris Brookway; 3. R.J. Beck; 4. Mark Geir; 5. Alex Bevard.
50 (4-6): 1. Mike Meiterman; 2. Nick McPree; 3. Zachary Rosch; 4. John Vergalito; 5. Ryan Blizzard.
50 (7-8): 1. Mike Stryker; 2. Mike Case; 3. Tim Sullivan; 4. Jerry Zenzillo Jr.; 5. Garret Wilson.
60 JR MINI: 1. Mitch Dougherty; 2. Phillip Nicoletti; 3. Justin Barney; 4. Colin Carman; 5. Mike Case.
80 JR MINI: 1. Mitch Dougherty; 2. Jay Weller; 3. Brandon Kuhn; 4. Ryan Wilson; 5. Jay Niedzialkowski.
80 SR MINI: 1. Bob Kiniry; 2. Gene Nighman; 3. James McNeil; 4. Joshua Pike; 5. Tony Zenzillo.
80 SR MINI NOV: 1. Corey Smith; 2. Andrew Pasternak; 3. Joshua Hine; 4. Justin Deemie; 5. John Breen.
S/MINI: 1. Mike Leavitt; 2. Gene Nighman; 3. Charles Ellis; 4. James McNeil; 5. Tony Zenzillo.
125 NOV: 1. Matt Marks; 2. Steven Edwards; 3. Ricky Conley; 4. Sean Walter; 5. Sean Hoban.
125 AM A: 1. David Ginolfi; 2. Jimmy Miller; 3. Josh Barnhart; 4. Jim Joy; 5. Matthew Hunt.
125 AM B: 1. Steve Cunningham; 2. Jeremy Cook; 3. Joe Dellaversano; 4. Wayne Frie; 5. Jerry Suits.
125 EX: 1. Barry Carsten; 2. Steve Herman; 3. Damien Plotts; 4. Bruce Stratton; 5. Mike Dougherty Jr.
250 NOV: 1. Tim Zuffelt; 2. Steven Edwards; 3. Tim Harris; 4. Gerry Powless; 5. Fred Metzger.
250 AM: 1. Steve Cunningham; 2. Joe Dellaversano; 3. Kevin Brown; 4. Jordan Jackson; 5. Lonni Whitmore.
250 OPEN EX: 1. Barry Carsten; 2. Chris Hunter; 3. Aaron Dieter; 4. Damien Plotts; 5. Mark Wundrack.
VET AM: 1. Charlie Coleman; 2. Joe Mackey; 3. Al Cifonelli; 4. Rick Tozier; 5. Phil Dowell.
VET EX: 1. Barry Carsten; 2. Tom Bruno; 3. Terry Kuhn; 4. Bart Lucas; 5. Gene Nighman.
125 SCHBY: 1. Jeremy Cook; 2. Jimmy Miller; 3. Bobby Butler; 4. David Ginolfi; 5. Mike Leavitt.
CLGBY: 1. Steve Cunningham; 2. Matt Patterson; 3. Jason Gattari; 4. Grant Gastrom; 5. Mike Loran.
25+ AM: 1. Charlie Coleman; 2. William Babcock; 3. Jason Lewis; 4. Joe Santora; 5. Rick Tozier.
25+ EX: 1. Bruce Stratton; 2. Mike Finnerty; 3. Stephen Desiderio; 4. Eric Burfeindt; 5. Chuck Sequine.
S/SR: 1. Bart Lucas; 2. Kurt Humphreys; 3. Brian Broadwell; 4. James Fisher; 5. John Houck.

Christiansen sweeps Carlsbad Motocross

By Kirk Chandler

CARLSBAD, CA, SEPT. 26

Eric Christiansen won both motos of the Four-Stroke and Open Novice classes during the fourth round of the CMXR's Summer/Fall series, held at Carlsbad Raceway.

In the first moto of the Four-Stroke class, the holeshot went to Hootie Davis on a YZ400, followed by Rick Defalco and Christiansen. Christiansen made short work of Defalco, making the pass before the pack reached the infamous Carlsbad Freeway. Davis looked to be pulling away, but Christiansen gained it all back on the downhill, braking late and taking the inside line away from Davis.

As the pack roared over Devil's Drop, the order was Christiansen, Davis, Doug Schweiser and Defalco. Schweiser began making his move on Davis, finally making the pass on lap four and taking over the Expert-class lead. But no one was able to catch Christiansen, who was hauling. Christiansen took the checkers and the win for the Novice class, ahead of Schweiser (who was first Expert) and Davis.

When the gate dropped for moto two, Christiansen had the best traction off the slippery concrete starting pad and managed to be the first one through the first turn. Davis was out to win the second moto and put an early challenge on Christiansen's rear wheel but was unable to make the pass. However, something must have happened to Davis, because he pulled off the track, and in doing so he handed second to Karl Holmberg.

Christiansen began to extend his lead over second place, and he pushed his lead up to 10 seconds before cruising to the overall victory in the Four-Stroke Novice class. Holmberg finished second, and the winning Expert was Schweiser, who won both motos of the Expert class.

The Open Novice class was also dominated by Christiansen. He got the holeshot in the first moto and led the pack the whole way. The race had a scary moment: an end-over-end crash suffered by Todd Freistat on the very gnarly downhill. Fellow racer John Taylor stopped and helped Freistat get up and going again, and it was later reported that Freistat was okay. Near the end of the race, Christiansen began to slow his pace and Rusty Witt began to catch him, but he was too late and Christiansen took the moto win.

In the second moto, Christiansen, who could do no wrong, stole the holeshot again, but this time he did not pull an early lead. Witt was right on his rear fender, but he could not make the move on the track. Christiansen made it four for four as he crossed the finish line.

In the Women's Novice class, Sharlin Humphreys absconded with the holeshot and won both motos ahead of Tiffany Holtman, Maryann Hobbs and Aimee Baukhecht.

Results

80 BEG: 1. Brandon Freistat (Kaw); 2. Mark Upton (Kaw); 3. David Speight (Kaw).
80 NOV: 1. Justin Herrman (Yam); 2. Tiffany Holtman (Kaw); 3. Maryann Hobbs (Kaw).
125 BEG: 1. Rick Zeigler (Kaw); 2. Andrew Whitlock (Kaw); 3. Joe Hurley (Yam).
125 NOV: 1. Glen Rhoades (Kaw); 2. Kenny Sievers (Yam); 3. Kirk Chandler (Hon).
125 INT: 1. Adam Fitchelman (Yam).
250 BEG: 1. Kyle Rutledge (Suz); 2. Jason Sebastiani (Hon); 3. Don Deitmeyer (Hon); 4. Elton Odorico (Suz); 5. Al Gabriola (Hon).
250 NOV: 1. Todd Flaming (Yam); 2. Zach Canizales (Suz); 3. Mike Hibner (Yam); 4. John Trask (Yam); 5. Josh Eder (Hon).
250 INT: 1. Bob Zingg (Suz); 2. D.R. Clement (TM); 3. Troy Phelps (Yam).
OPEN BEG: 1. Thomas Mulligan (Hon); 2. Martin Ryder (Hus); 3. Scott Shultz (Hon).
OPEN NOV: 1. Eric Christiansen (Yam); 2. Rusty Witt (Hon); 3. Dane Anderson (Yam); 4. Mike Hibner (Yam); 5. Russ Prior (Yam).
VET (30+) BEG: 1. Marcus Havins (Hon); 2. Steven Will (Kaw).
VET (30+) NOV: 1. Bob Lloyd (Hon); 2. Mike Hibner (Yam); 3. Karl Holmberg (Hus); 4. Stewart Fiehler (Yam); 5. Russ Prior (Yam).
VET (40+) INT: 1. Rodney Morrison (Hon); 2. Rob Wilshire (Yam); 3. Ricky Lundgren (Hon).
VET (30+) EX: 1. Vic Walker (Yam); 2. James De Ridder (Yam).
VET (40+) NOV: 1. Mike Fry (Yam); 2. Tom Flynn (Hon); 3. Jim Myerson (Yam).
VET (40+) INT: 1. Dale Anderson (Yam); 2. Allen McKay (Yam).
VET (40+) MSTR: 1. Brian Schmuckle (Hon); 2. Paul Vogel-sang (Yam); 3. Ron Rut (Suz).
VET (40+) EX: 1. Daniel Davalos (Suz); 2. Craig Infield (Hon); 3. Patrick Flynn (Kaw).
VET (50+) NOV: 1. Ed Rodzach (Yam); 2. Steve Sabin (Suz).
VET (50+) INT: 1. Chuck Rouse (Yam); Clive Cheffins (Kaw).
VET (50+) MSTR: 1. Dave Jacobus (Yam).
4-STRK NOV: 1. Eric Christiansen (Yam); 2. Karl Holmberg (Hus); 3. Rick Defalco (Yam).
4-STRK EX: 1. Doug Schweiser (Hon); 2. Thomas Englehardt (Yam).
WMN NOV: 1. Sharlin Humphreys (Suz); 2. Tiffany Holtman (Kaw); 3. Maryann Hobbs (Kaw); 4. Aimee Baukhecht (Kaw).

Conner takes overall at High Point Motocross

By Chad Davis

MOUNT MORRIS, PA, SEPT. 20

The third round of the District 5 State Championship Series attracted a host of big-name riders and many spectators - and the action was hot, especially in the 125cc A class.

When the first-moto field rounded the first corner, it was Barry Carsten leading the pack, with Joshua Sweat, Vincent Karnow, and Johnny Onisko close behind. Carsten, though, went down in the sharp right-hander after the start, with several riders being caught up in the melee.

This left Sweat with clear track ahead of him and he took advantage of it, pulling out a five-second lead by the end of the first lap. Making a move for second on the first lap was Johnny Onisko, who relegated Karnow to third. Also on the move was Steven Onisko, who moved into

fourth before having trouble in the off-camber left-handed corner after the big, sweeping downhill.

Back up front, Sweat continued to pull away from the rest of the pack, extending his lead to 17 seconds by the third lap. Back in second was Karnow after several moves to the inside of Johnny Onisko. Then came a gap to the next three riders: Chad Sanner, Mitch Ward and Shane Lawson. Lawson soon moved around Ward when the latter came up short on the uphill triple jump. A little further back, Davey Yezek was on a charge after being caught up in the second-turn pileup. Yezek was working on Carsten for almost a lap before making a pass that would stick. Next on the list for Yezek was fifth-placed Sanner. Meanwhile, Sweat continued to pull away to an easy victory.

Yezek was charging and was closing in on third-placed Johnny Onisko, who had a seven-second lead on Yezek at the start of the final lap. Carsten was following Yezek's charge to the front, passing both Sanner and Ward on the same lap. At the checkers, it was Sweat coasting to the win, with Karnow behind. Yezek ended up third after outbraking Onisko on the big downhill, leaving Onisko and Carsten side by side over the series of doubles before the finish.

The second moto saw Carsten out in front again. This time he was a little more careful in the first set of corners and left Karnow, James Evans and Shane McMillin behind him. By the second lap, the top three were following each other by less than a bike length and pulling away from Sweat, who had taken over fourth place when McMillin went down.

The third lap showed a gap forming between second to third as Evans slowed from the leaders' pace. Sweat was turning up the heat, and Yezek was also on the move after a bad start. Yezek was right behind Sanner before powering past with an impressive line through the downhill stair-step section of the track. He continued to charge, pulling up on Sweat on the final lap.

Carsten took the win, with Karnow close behind. A little further back was Evans, with Sweat and Yezek finishing within a bike length of each other.

Results

51 CL-1: 1. Shane Durham (Cob); 2. Tyler McGoff (Cob); 3. Dylan Slusser (Cob); 4. Blaine Gould (KTM); 5. Henry Spreng (Cob).
51 CL-2: 1. Ryan Augustine (Yam); 2. Jimmy Knisley (Yam); 3. Joshua Anderson (Yam); 4. Dalton Chacalla (Yam).
51 II: 1. Darryn Durham (Cob); 2. Douglas Rees (Cob); 3. Broc Streit (Kaw); 4. Lee Boot (Act); 5. Tim Tuttle (Act).
65: 1. D.C. Clark (Suz); 2. Andrew Kromel (Kaw); 3. Benjamin Ursic (Kaw); 4. Michael McDade (Kaw); 5. Brian Shuckhart (Kaw).
85 (7-11): 1. Broc Hepler (Suz); 2. Nicholas Prendes (Suz); 3. D.C. Clark (Suz); 4. Joshua Campbell (Kaw); 5. Andrew Kromel (Kaw).
85 (12-13): 1. Gene Stull (Suz); 2. Jason Crisp (Yam); 3. Troy Gould (Suz); 4. Chris Manning (Suz); 5. James Singer (Suz).
85 (14-15): 1. Robert Shuckhart (Kaw); 2. Brandon Bradley (Kaw); 3. James Bower (Suz); 4. Richard Wyne (Kaw); 5. Sean Morris (Hon).
S/MINI: 1. Gene Stull (Suz); 2. Robert Shuckhart (Kaw); 3. Jason Crisp (Yam); 4. Brandon Bradley (Kaw); 5. Shane Wilkerson (Hon).
125 A: 1. Vincent Karnow (Suz); 2. Joshua Sweat (Suz); 3. Barry Carsten (Suz); 4. Davey Yezek (Suz); 5. James Evans (Kaw).
125 B: 1. David Hill (Kaw); 2. Sam Yannitelli (Yam); 3. Timmy Milligan (Suz); 4. Brian Patterson (Suz); 5. Bradley Astalos (KTM).
125 C: 1. Jason Berger (Yam); 2. Mike Troiano (Suz); 3. Ashley Smith (Kaw); 4. James Singer (Suz); 5. Gregory Richardson (Suz).
250 A: 1. Joshua Sweat (Suz); 2. James Evans (Kaw); 3. Barry Carsten (Suz); 4. Davey Yezek (Suz); 5. Vincent Karnow (Suz).
250 B: 1. Justin Paris (Suz); 2. Ross Bartlett (Kaw); 3. Jason McHugh (Suz); 4. Joshua Dohn (Suz); 5. Kenneth Kearns (Suz).
250 C: 1. Richard Dickson (Kaw); 2. Jesse Calvert (Kaw); 3. Ben Corcetti (Suz); 4. Aaron Celaschi (Kaw); 5. Denny Stilwill (Yam).
OPEN B/C: 1. Jamie Held (Hon); 2. Jason Stober (Yam); 3. Ken Fisher (KTM); 4. Jeff Fox (Hbg); 5. David Fox (Kaw).
SCHBY: 1. David Hill (Kaw); 2. Andrew Tsakanikas (Suz); 3. Ryan Holliday (Suz); 4. Erik Hanlin (Suz); 5. Sean Croner (Suz).
CLGBY: 1. Timmy Milligan (Suz); 2. Bo Bowman (Suz); 3. Rick Salandro (Yam); 4. Cory Skinner (Kaw); 5. Gary Cleis (Suz).

25+ 1. Gaylon Dickson (Kaw); 2. Todd Streit (Suz); 3. Brian Duncan (Suz); 4. Walter Mahoney (Kaw); 5. Ross Bartlett (Kaw).
 VET A: 1. Barry Carsten (Suz); 2. Todd Streit (Suz); 3. Gaylon Dickson (Kaw); 4. Jeff Ellenberger (Suz); 5. Ken Frankenberry (Kaw).
 VET B: 1. Santino Parisi (Suz); 2. Andrew Detherage (Kaw); 3. Norman Lanacz (Kaw); 4. Eddie Karben (Kaw); 5. David Norris (Yam).
 VET C: 1. Jeffrey Ford (Suz); 2. John Hanselman (Suz); 3. Wilson Lewis (Kaw); 4. Gerald Mohny (Yam); 5. Wayne Hartle (Yam).
 SR (40+): 1. Ken Frankenberry (Kaw); 2. Michael Holbert (Yam); 3. Jack Mills (Yam); 4. Mark Garrison (Suz); 5. John McConnell (Yam).
 WMN: 1. Jessica McConnell (Yam); 2. Melanie McConnell (Suz); 3. Kathleen Schuder (Suz).
 VINT: 1. Wayne Hartle (Yam); 2. Lamont Hunter (Suz); 3. Kevin Jackson (Hon); 4. Mark Lynch (Kaw).

Travis, Tracy triumph at Washougal Motocross

By Pat Dougherty

WASHOUGAL, WA, SEPT. 27

Once again, it was Tracy Johnson and Travis Murphy winning classes on a great day for racing at the Washougal National Motocross Park. Two weeks prior, the two had each won their classes, and this time their motos pitted them against each other.

Johnson, who has been a terror in the 125cc B class, lined up for the start of the 250cc B class on a Honda and duked it out with Murphy and the others. It appeared as though it took him a little time to get used to the bike, but by the end of the day, Johnson was up to speed. Murphy, on his Hillsboro Motorcycles-backed Suzuki RM250, didn't enjoy great starts, but the long motos allowed him to utilize his blazing whoops-riding and fast lines to catch and pass all in his way. Actually, Murphy finished second to Johnson in the second moto, but the overall was his.

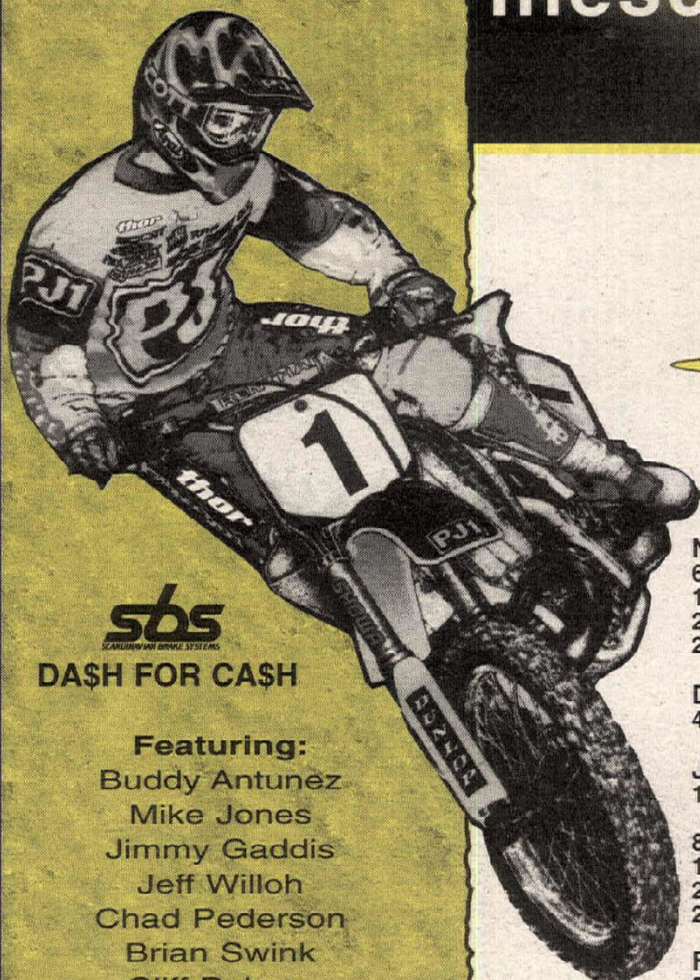
It was fun to see the Terlecki brothers out racing. Gary Terlecki dived with Murphy and Johnson in the 250cc B class and, sporting his newly acquired National number 40, Ryan Terlecki put it to the 250cc Pro class.

Rory Sullivan has been starting to turn some heads on his Yamaha, and he won the 125cc Junior class and a moto in the Before The Hill class. A less-than-stellar start in the second moto dampened his spirits, as the straight-A student had to settle for fourth behind riders such as Jody Deitz.

Results

50 (4-6): 1. Landon Currier (KTM); 2. Ryan Nystrom (KTM); 3. Tyler Holweber (KTM); 4. Thomas Nichols (KTM).
 50 (7-8): 1. Jerrod Southard (Lem); 2. Chris Meeker (KTM); 3. Brigitte Buyas (KTM); 4. Corey Hampton (Lem).
 50 OIL-IN: 1. Nikki Buyas (Yam); 2. Evan Nystrom (Yam); 3. Mark Millenberger (Yam); 4. Michael Gaines (Yam); 5. Adara Weighall (Kaw).
 60 (7-8): 1. Byron Young (Kaw); 2. Jeffrey Miller (Kaw); 3. Tanner Taylor (Kaw); 4. Cody Cosens (Kaw).
 60 (9-11): 1. Shawn Haberlock (Kaw); 2. Chris Johnson (Kaw); 3. Sean Fitzgerald (Kaw); 4. Jake Ponce (KTM); 5. Kyle Laudermilk (Kaw).
 80 (7-11): 1. Adam Metzler (Suz); 2. Ross Johnson (Suz); 3. Guy Tow (Kaw); 4. Joshua Hill (Kaw); 5. Tate Major (Kaw).
 80 (12-13): 1. Joey Mancuso (Hon); 2. Cody Buyas (Kaw); 3. Paul Batterby (Kaw); 4. Jonathan Quarterman (Suz); 5. Joe Loisele (Kaw).
 80 (14-15): 1. Kelvin Schoen (Yam); 2. Greg Bergren (Kaw); 3. Brandon Sinden (Hon).
 80 D: 1. Chris Leiby (Yam); 2. R.D. Hall (Yam); 3. William Brown (Kaw); 4. Tyler Broms (Hon); 5. Michael Biddle (Kaw).
 5/MINI: 1. Adam Metzler (Suz); 2. Joshua Hill (Kaw); 3. Paul Batterby (Kaw); 4. Joey Mancuso (Hon); 5. Tate Major (Kaw).
 125 A: 1. Brad Hagseth (Yam).
 125 B: 1. Tracy Johnson (Yam); 2. Ryan Sweet (Yam); 3. Bryan Clevenger (Suz); 4. Jeff Hinzman (Kaw); 5. Jeff Conway (Kaw).
 125 C: 1. Rory Sullivan (Yam); 2. Nick Galpin (Yam); 3. Bryan Thiebedeau (Kaw); 4. Steve Miller (Suz); 5. Matt Hopkins (Suz).
 125 D: 1. Jason Carins (Yam); 2. Bryan Broersma (Suz); 3. Aaron Tunnell (Yam); 4. Timothy Allaway (Yam); 5. Dustin E. Martin (Suz).
 250 A: 1. Ryan Terlecki (Suz); 2. Don Biscaglia (Hon); 3. Jason Mathews (Yam); 4. Wesley Praye (Hon); 5. Jim Anderson (Yam).
 250 B: 1. Travis Murphy (Suz); 2. Tracy Johnson (Hon); 3. Gary Terlecki (Kaw); 4. Todd Blanchard (Kaw); 5. Jeff Conway (Kaw).
 250 C: 1. Curtis Allen (Hon); 2. Sean Stewart (Hon); 3. David Schmid (Suz); 4. Chris Bennett (Kaw); 5. Dale Irie (Suz).
 250 D: 1. Scooter Wingert (Hon); 2. Charley Waller (Hon); 3. Tom Wheelchel (Hon); 4. Jeremy Bryan (Hon); 5. Steven Rosen (Yam).
 WMN 12+: 1. Joni Biscaglia (Suz); 2. Mary Aderton (Kaw).
 25+ A/B: 1. John Sabo (KTM); 2. Matt Larson (Suz); 3. Philip Johnson (Kaw); 4. Dale Ranslow (Suz); 5. Jeff Edson (Hon).
 25+ C: 1. David Schmid (Suz); 2. Chris Bennett (Kaw); 3. Byron Frick (Kaw); 4. Corey Shepherd (Kaw); 5. Joe Millenberger (Kaw).
 30+ A: 1. Don Biscaglia (Hon); 2. Jim Anderson (Yam); 3. Jere Meeker (Kaw); 4. Chuck Sun (Hbg); 5. Jay Jackson (Kaw).
 30+ B: 1. Mark Winn (Kaw); 2. Jason Rawlins (Kaw); 3. Patrick Dougherty (Suz); 4. Ed Jensen (Hon); 5. Dave Aberman (Kaw).
 30+ C: 1. Curtis Allen (Hon); 2. Bill Kent (Hon); 3. Linc Linebaugh (Hon); 4. Mike Farmer (Kaw); 5. Alex Schon (Hon).
 40+ A: 1. Chuck Sun (Hbg); 2. Jerry Ebert (Kaw); 3. Milt Harden (Suz); 4. Darryl Zumstein (Hon); 5. Tim Sullivan (Kaw).
 40+ B: 1. Greg Nelson (Kaw); 2. Dean Biddle (Kaw); 3. Steve Henderson (Hon); 4. Daniel Trammell (Kaw); 5. David Ekerson (Hon).
 40+ C: 1. Jeff Tunnell (Yam); 2. Daniel Meeker (Hon); 3. Steven Speece (Hon); 4. Greg Chapman (Yam); 5. Larry Bradshaw (Kaw).
 BTH: 1. Jody Deitz (Kaw); 2. Ryan Henderson (Hon); 3. Sean Stewart (Hon); 4. Rory Sullivan (Yam); 5. Tyson Blood (Suz).
 OPEN B/C: 1. Jason Parks (Yam).
 OPEN D: 1. Scott Buschke (Hon); 2. Chris Klein (Hbg).

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Saddleback ST crowns good king Wenz

By Brad Letcher

SIoux FALLS, SD, SEPT. 19

Sheldon Wenz was crowned the king of Saddleback short track as he took the point championships in the Open Pro and 250cc Pro classes. Wenz's convincing wins in both classes secured top honors for the year as the season concluded. Tami Wenz, Sheldon's sister, won the long-awaited Powder Puff race that drew the curtain on this year's short-track program.

Sheldon Wenz lined up for the 250cc Pro main event with a comfortable points lead that he intended to keep. Wenz rocketed off the line to take the holeshot, with Elliott Power Sports/FMF/AFAM-backed Dusty Faulds and Brad Letcher close behind. Alan Regier began to hound Letcher for third as Wenz and Faulds pulled away. Letcher maintained third place until the third lap, when he lost traction coming out of turn four, which allowed Champion Cycle's Regier to pull alongside. It took Regier until the exit of turn two to secure the lead. Up front, Wenz had pulled a substantial lead over a lonesome Faulds in second. The race for third was tight until the finish, but Regier held off Letcher and took the last podium position. Wenz took the win and the point championship, while Faulds finished as runner-up in the race as well as in the season points.

The Open Pro main would be a repeat of the 250cc contest, as far as the top two were concerned. A-Tech Cycle/L&R Racing-backed Wenz grabbed the holeshot and led Alan Regier and heat winner Faulds by several bike lengths by the time they exited turn two. Regier dropped to third before the lap was over, as Faulds was determined not to let Wenz get away. C.J. Beving and Pete Tapken were pressuring newcomer Regier for third. Wenz pulled another disappearing act and ran away from Faulds, who had a large lead over the battle for third. Tapken made the pass on Regier and set his sights on second. Beving pressured Regier to the checkers, but he could not get around. Wenz wheeled over the line for his second win and the class championship. Faulds took the bridesmaid position in the race as well as in the title chase once again. Tapken, Regier and Beving rounded out the top five for the season-ending race.

The season came to a close with the running of the Powder Puff race, in which 14 young ladies took to the track riding every size and shape of bike imaginable. Sheldon Wenz's sister, Tami, and her mother, Marita, lined up side by side on the front row. As the green flag dropped, Tami Wenz ripped off the line to take the holeshot, followed by heat winner Becky Reinke, Marita Wenz and Marcia Rustad. Rustad had a great start, considering she was riding with handlebars badly bent from a spectacular heat-race crash which had showed how far a bike can wheelie without a rider. Kim Trende slipped past both Rustad and Marita Wenz on the second lap to take over third, behind Reinke. After stalling her motor on the start, Cassie Melcher had come from being half a lap behind to pass Missy Freier for ninth on the second lap. Up front, Tami Wenz was holding off the hard-charging duo of Reinke and Trende.

As the laps flew by, Marita Wenz was slipping back in the field, as Kelly Thompson made the pass for fourth and Rustad for fifth. Melcher was into seventh by the fifth lap and she was gaining on the lead group. Battles raged in all areas of the track as lappers became a factor. With two laps to go, Trende used a pick to get by Reinke to take over second place. Tami Wenz carved her way to the checkers, followed closely by Reinke, Trende, Thompson and Rustad.

Marita Wenz took ninth by mere inches over a hard-charging Laura Bruns.

Results

MINI 50: 1. Alex Jorgensen (Cob); 2. Derik Laddusaw (Kaw); 3. Luke Lambrecht (Suz); 4. Koleby Harshfield (Yam); 5. Greg Nordquist (Yam).
MINI 60: 1. Tony Bissel (Kaw); 2. Jacob Ahl (Kaw); 3. Caleb Sullivan (Kaw); 4. Colton Trende (Kaw); 5. Jesse Frost (Yam).
MINI 80: 1. Ryan Deighton (Hon); 2. Tony Bissel (Kaw); 3. Devin Wenz (Suz); 4. Roger Thompson (Kaw); 5. Jacob Ahl (Kaw).
SM ENG: 1. Danielle Beving (Kaw); 2. Ryan Deighton (Hon); 3. Devin Wenz (Suz); 4. Nick Feist (Yam).
250 A: 1. Roger Wasson (Kaw); 2. Rick Dougherty (Hon); 3. Mark Lambrecht (Yam).
OPEN A TT: 1. Chad Johnson (Yam); 2. Kevin Lemcke (Yam); 3. Dana Walters (Yam); 4. Scott Garaets (Yam); 5. Scott Marsh (Hon).
OPEN A: 1. Dennis Melcher (Yam); 2. Mike Lalley (Yam); 3. Chuck Beving (Hon); 4. Rick Dougherty (Hon).
250 PRO: 1. Sheldon Wenz (Suz); 2. Dusty Faulds (Hon); 3. Dennis Regier (Kaw); 4. Brad Letcher (Hon).
OPEN PRO TT: 1. Dennis Regier (Kaw); 2. Dusty Faulds (Hon); 3. Brad Letcher (Hon).
OPEN PRO: 1. Sheldon Wenz (Suz); 2. Dusty Faulds (Hon); 3. Pete Tapken (Hon); 4. Dennis Regier (Kaw); 5. C.J. Beving (Hon).
PP: 1. Tami Wenz (Suz); 2. Kim Trende (Kaw); 3. Becky Reinke (Kaw); 4. Kelly Thompson (Kaw); 5. Marcia Rustad (Yam).

Fathers and sons battle at Frankfort MX

By Rupert X. Pellett

FRANKFORT, OH, SEPT. 13

It was a family affair at stop number six of the Buckeye State Motocross Championship Series, with more than 400 racers trekking into Mid-Southern Ohio Park for intense motocross racing featuring the annual Father and Son Spectacular. Besides the usual classes of competition, promoter Jeff Kellis allowed a family-run race featuring kids and their dads competing in three different team races.

Race one had fathers run out from the starting gate, fire up their 60cc or 80cc machine and then take a lap of the circuit. At the scoring tower, the bike was handed off to the kid for his lap. Then the final lap was taken, once again by the dad. This resulted in some spirited racing that saw two dads take each other out in the whoop section.

The next race was the team race, involving dads and kids on big bikes, followed by the ultimate showdown: Pros on 80s. With 15 Pros and kids teamed up in this class, the fences were bending under the weight of excited spectators, who were laughing at the oversized experts dicing on 60s and 80s. The furious war came down to the final lap of this edge-of-your-seat contest: Mark "Junior" Burkhart teamed up with Nick "Wild Child" Carroll and almost caught Jeff "Fro" Gibson through the whoop section, but Gibson hung on for the win. Gibson's teammate Michael Willard also took the win in the father-and-son race aboard his 80.

Mike Ivers was a double class winner on the day. The Yamaha-mounted racer was spectacular and he stood victorious in both the 16-24 and 125cc B classes aboard his royal blue machine.

The Sipes brothers came up from Kentucky to do some damage in the Buckeye Series. Justin won the 65s and his older brother Ryan took the 80cc (12-15) class. Both were mounted on Kawasakis.

In Over 40-class action, it was all Ken Frankenberry. Local Gerry Bennett ran well for second, with semiretired Pro Ray Dunaway Jr. in third on his Ohio Moto Sports-backed Kawasaki.

Results

50 (4-6): 1. Kyle Burille (Cob); 2. Devan Shade (Cob); 3. Ryan Kerr (Cob); 4. Jordan Strickland (Cob); 5. Matthew Cottrill (Cob).
50 (7-8): 1. Devan Welch (Cob); 2. Axl Moler (Cob); 3. Kris Nelson (Cob); 4. Nathan Heskett (Cob); 5. Bryant Deboard (Cob).
65: 1. Justin Sipes (Kaw); 2. Pat Massie (Kaw); 3. Jake Mohny (Kaw); 4. Codi Adams (Kaw); 5. Devan Welch (Kaw).
80 (7-11): 1. Michael Willard (Suz); 2. Nick Carroll (Kaw); 3. Justin Sipes (Kaw); 4. Pat Massie (Hon); 5. Alex Rossi (Hon).
80 (12-15): 1. Ryan Sipes (Kaw); 2. Gavin Gracyk (Kaw); 3. David Herb (Kaw); 4. Nathan Skaggs (Yam); 5. Derek Sturgell (Kaw).

80 5: 1. Austin Snedegar (Suz); 2. Matt McCabe (Hon); 3. Craig Garrett (Hon); 4. Chad Helton (Suz); 5. Derrick Arledge (Kaw).

80 EXTRA: 1. Nathan Skaggs (Yam); 2. Todd Iles (Yam); 3. Ross Adams (Yam); 4. John Wisenbarger (Yam).

SCHBY 125: 1. Gavin Gracyk (Kaw); 2. Ryan Sipes (Kaw); 3. Mark Diehl (Suz); 4. K. Andrew Willard (Suz); 5. A.J. Meade (Suz).
125 PRO: 1. Mark Burkhart (Hon); 2. Brad Strunk (Suz); 3. Chuck Reed (Suz); 4. Scott Metz (Suz); 5. Jeff Gibson (Kaw).

125 B: 1. Mike Ivers (Yam); 2. Mike Campbell (Kaw); 3. Joe Snedegar (Suz); 4. Brad Holzapfel (Suz); 5. Andy Willard (Suz).
125 C: 1. Tony Taylor (Suz); 2. Collin Beverly (Suz); 3. Jason Glacken (Suz); 4. Tracey Haun (Kaw); 5. Jimmy Wills (Hon).

250 PRO: 1. Jeff Gibson (Kaw); 2. Mark Burkhart (Hon); 3. Brad Strunk (Suz); 4. Chuck Reed (Suz); 5. Charlie Dunaway (Yam).

250 B: 1. Mike Campbell (Kaw); 2. J.C. Cravens (Yam); 3. Kris Ross (Hon); 4. Joshua Dohn (Suz); 5. Matt Waitman (Hon).

16-24: 1. Mike Ivers (Yam); Doug Gall (Suz); 3. Matthew Waitman (Hon); 4. Ryan Sloane (Suz); 5. Dan Singer (Hon).
25+ A: 1. Chuck Reed (Suz); 2. Richard Robinson (Hon); 3. Erik Leonard (Yam); 4. Justin Story (Hon); 5. Mark Kiser (Hon).

25+ B: 1. Kris Ross (Hon); 2. Joshua Dohn (Suz); 3. Terry Barnes (Suz); 4. Bob Heareth (Kaw); 5. Joey Ford (Kaw).

30+ A: 1. Greg Maddox (Yam); 2. Ken Frankenberry (Kaw); 3. Richard Robinson (Hon); 4. Jeff Flora (Suz); 5. Gerry Bennett (Hon).

30+ B: 1. Terry Blakely (Hon); 2. Jamey Johnson (Yam); 3. Clair Story (Hon); 4. Terry Barnes (Suz); 5. Bob Heareth (Kaw).

40+: 1. Ken Frankenberry (Kaw); 2. Gerry Bennett (Hon); 3. Ray Dunaway Jr. (Kaw); 4. Joe Collins (KTM); 5. Mark Matheis (Yam).

OPEN B: 1. J.C. Cravens (Yam); 2. Derrick Goldberg (Suz); 3. Kevin Perkins (Yam); 4. Jeff Guest (Yam); 5. Brian Newberry (Hon).

PROS ON 80s: 1. Jeff Gibson/Michael Willard; 2. Mark Burkhart/Nick Carroll.

Thompson not the PITS in Vintage Trial

By Darlene Williams

CISCO GROVE, CA, SEPT. 5

Dennis Thompson was the Vintage rider with the fewest dabs at the historic first event held on the Sacramento Pacific International Trials Society's recently purchased club property, located high in the beautiful "Granite Rock Country" of the Sierra Nevada Mountains.

Thompson competed in the Modern Classic division (for twin-shock, 1970s-era bikes) and topped a diverse field on the relatively challenging (for vintage machines) "Intermediate three line" with an impressive low score of only 30 points total. Billed as the "Kraut Cup," the "traditional style" trial was round six in the nine-event 1998 PITS Vintage Beginner Points Series.

Trial organizers Jim Winter and Rick Wolff did an excellent job, laying out seven scenic sections, all connected with bits of existing access road, some jeep trail, a few logging skids, and - best of all - cool little segments of newly created virgin single-track trail. Wherever appropriate, an "Easier/Harder" split was provided on the approximately three-quarter-mile loop to give the vintage and less-experienced riders an easier option, with more fresh single-track being the treat served up to the more adventurous. In the well-marked sections, riders competed on one of four lines of varying difficulty, with the usual splits for the various line. The four line provided a kind - but interesting - traditional observed-trials experience for the Vintage-, Beginner- and Junior-class riders who chose it. The difficulty increased progressively up to the one line, designed to mimic most of what a rider might encounter during a typical PITS Class A Trial. Each section had its own charm and challenge, but section one was typical of the delights and demands to follow.

Modern Classic Intermediate winner Dennis Thompson shined in section seven, performing clean rides with an immaculate machine on his way to a final score of only 30 points, the lowest overall score for the three line - bar none.

Runner-up in the Modern Classic division with 41 points was John Silva, who rode to a second-place finish aboard a well-worn Honda SL 70cc-based homemade trials bike. Silva had the second-lowest three-line points total for all classes of competitors - despite starting late, rushing

Sheldon Wenz (51L) leads Alan Regier (17), Dusty Faulds (23L) and C.J. Beving (14L) on his way to the race win and the class championship in the Open Pro season finale at the Saddleback Race park in Sioux Falls, South Dakota; Wenz also captured the 250cc Pro championship crown.

to finish before the back-mark time, and completing all four loops in only one hour. Craig Hanson's 59-point score earned him third place behind Silva in the Modern Classic class.

Devon Hickman led the Modern Bike three-line competition, posting 42 points on his Fantic. A close second place with 42 points was Yamaha-mounted Keith Parker; third place went to Beta rider Barbara Fallis, who dropped a total of 66 points.

Results

MDRN MSTR: 1. Ron DeBruin; 2. Colin McDonald; 3. Pam DeBruin.

MDRN ADV: 1. Mike Schweitzer; 2. Harold Eigenman; 3. Les Pakala.

MDRN INT: 1. Devon Heckmann; 2. Keith Parker; 3. Barbara Fallis.

MDRN CLSSC MSTR: 1. Bob Klos.

MDRN CLSSC ADV: 1. Bill Laudner.

MDRN CLSSC INT: 1. Dennis Thompson; 2. John Silva; 3. Craig Hanson.

PREM L/W: 1. Bruce Stevens.

JR INT: 1. Mark McGregor.

JR BEG: 1. Toni Van Gansbeck; 2. Kyle Kindall; 3. Benji Kindall.

Waddell, Haas go fast at Dickeyville Hillclimb

By Bud Northrup

DICKEYVILLE, WI, SEPT. 20

The Hawkeye Motorcycle Club celebrated its 30th anniversary of hillclimbing at their 500-foot hill near Dickeyville, and 16-year-old Harold Waddell was the big winner in the Semi-Pro event, taking three class wins and a second and setting fast time of the day. Lloyd Haas also had an excellent day as he claimed two class wins and a second-place finish, along with the second-fastest time.

Waddell's fast time was delivered in the second round of Open-class action. Riding a massive Suzuki four-cylinder fire-breather built by his father, Gary, Harold turned in a rather-average 19.80-second first-round ride to find himself in second place behind Wayne Monaghan. In the second round, however, young Waddell unleashed the big Suzuki and rode it to a near-perfect 13.40-second time, winning the class and setting the fastest time of the day. Fellow Nebraskan Kevin Tilson topped the hill in 18.18 seconds on his big-bore Triumph for second place, slipping under Monaghan's time. Terry Knudsen and Lloyd Mueller filled out the top five in the class.

Waddell rode his Triumph twin to the 750cc Expert-class victory with a good 15.78-second run on his first ride. Lloyd Haas, riding his "Kawazuki" triple, was closest to him with a 16.74-second run on his first ride, with Kevin Tilson running third on his 750cc Triumph in 17.57 seconds - also on the first run. Wade Schultz and David Deaver took fourth and fifth, respectively.

Waddell's third win came in the one-run King Of The Hill Dash For Cash for the 10 fastest riders of the day. Riding the big Suzuki once again, Waddell delivered a 14.26-second run for the win, with Glenn Fuegen his closest challenger on a CR450 with a 15.46-second time. Tilson, Brent Stewart and Ron Hoffman filled in the next three spots.

Haas' first win came in the 600cc Expert class, in which he had to come from behind. Waddell had topped the hill on his CR500 in 16.06 seconds to take the first-round lead, with Haas sitting in third place on Marc Stamm's Honda. Paul Hackbarth was holding down second place with a 18.47-second time on his Honda. In the second round, however, Haas delivered a nearly picture-perfect ride, somehow finding his way up the rock-laden hill with the smoothest ride of the day and stopping the clock in 14 seconds flat - the fastest time of the day to that point. Waddell crashed on his second ride and Ron Hoffman slipped under Hackbarth with a 17.03-second time for third place.

Haas picked up a second win in the 600cc Four-stroke class, as he topped out in 23.58 seconds on Bruce Streicher's ATK 600. Jim Devine and Henry Kelly also topped the hill for second and third place, respectively, but no other riders in the class were able to stop the clock.

Results

600 NOV: 1. Andy Rygel (Yam); 2. Jason Northrup (Hon); 3. Glenn Fuegen (Hon); 4. Brent Stewart (KTM); 5. Mark Shafer (Kaw).

Thank You!

Steve Crevier



1998 600cc Supersport Champion



Now that the 1998 race season has come to an end, we would like to congratulate all Yoshimura/Suzuki riders and mechanics for making this a season to remember.

This season would not have been possible without the support of Mr. Masayuki Itoh of American Suzuki Motor Corporation and all of our valued sponsors.

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Crew Chief

Suehiro Watanabe
Team Manager

Steve Crevier
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Yugi Kikuchi
James Hashimoto

Mat Mladin
1st Place Las Vegas Superbike
Record 7-Pole Positions
Mechanics:
Reg O'Rourke
Ammar Bazzaz - Engineer

Aaron Yates
2-Superbike Wins
2-600cc Supersport Wins
Mechanics:
Brad Stephens
Mark Braunwalder
Minoru Matsuzawa
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Larry Pegram
1-600cc Supersport Win
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600 EX: 1. Lloyd Haas (Hon); 2. Harold Waddell (Hon); 3. Ron Hoffman (Hon); 4. Paul Hackbarth (Hon); 5. Gary Waddell (Hon).

750 NOV: 1. Kaleb Northrup (Tri); 2. Ferlin Hoschar; 3. Jason Northrup (Kaw); 4. John Brokken; 5. Mike Weber.

750 EX: 1. Harold Waddell (Tri); 2. Lloyd Haas (Kaw); 3. Kevin Tilson (Tri); 4. Wade Schultz (Nor); 5. David Deaver (BSA).

OPEN: 1. Harold Waddell (Suz); 2. Kevin Tilson (Tri); 3. Wayne Monaghan; 4. Terry Knudsen; 5. Lloyd Mueller (H-D).

600 4-STRK: 1. Lloyd Haas (ATK); 2. Jim Devine (Hon); 3. Henry Kelly (Hon); 4. Bob Moriarity; 5. Ron Jacobs.

KOTH: 1. Harold Waddell (Suz); 2. Glenn Fuegen (Hon); 3. Kevin Tilson (Tri); 4. Brent Stewart (KTM); 5. Ron Hoffman (Hon).

Karnow magnificent at Smith Road Raceway

By Carl Davis

MEDINA, OH, SEPT. 7

Awesome Vince Karnow dominated racing action in the Pro Money class at Smith Road Raceway's second annual Jon Leak Memorial MX, taking home the top money and the big Jon Leak Pride Award trophy. Karnow had to battle Mother Nature as well as other riders during the second moto, proving his mud-riding skills as well. Karnow dominated this event for the second straight year, leading nearly every lap of both motos.

The second Pro moto took off the line with Karnow holding the early lead. Two laps into the race, a huge rainstorm had spectators scattering and riders struggling. Jason Rogers fought his way back to second overall for the second straight year, outdueling Larry Bellman and Jake Davis in another good ride. Bellman put in a solid ride for third overall, with Davis fourth and David Jones taking fifth overall.

Jeff Graham received the top Amateur Jon Leak Pride Award trophy for his 125 and 250cc Intermediate-class victories. Graham fought off Brent Hahn and Phil Archer in the 125cc B class and won the 250cc B class over Brandon Jones and Chris Lenik in a very good ride in the sloppy conditions.

Broc Bauer took the top mini-rider Jon Leak Pride Award trophy by topping a field of 27 riders. Bauer beat out Tony Gagliando and Jerry Elrick in the largest class of the day.

Results

50 JR: 1. Ryan Boley (KTM); 2. Jason Gott (Yam); 3. Alex Mason (KTM); 4. Eric Madsen (KTM); 5. Nickolas Krettle (Yam).

50 SR: 1. Damon Bauer (Lem); 2. Ken Wolf (Hon); 3. Brandon Price (KTM); 4. Steve Hahn (KTM); 5. Joshua Webb (Hon).

80 JR: 1. Broc Bauer (Hon); 2. Tony Gagliando (Suz); 3. Jerry Elrick (Hon); 4. Dustin Kuncetz (Kaw); 5. Jason Campana (Suz).

80 SR: 1. Steve Cleavenger (Suz); 2. Todd Sinclair (Kaw); 3. Tony Doble (Hon); 4. Curt Mador (Suz); 5. Justin Conron (Kaw).

125 SCHBY: 1. Gabe Stahl (Yam); 2. Jason Weidman (Yam); 3. Joe Tracy (Suz); 4. Steve Cleavenger (Suz); 5. Josh Mason (Hon).

125 B: 1. Jeff Graham (Yam); 2. Brent Hahn (Yam); 3. Phil Archer (Kaw); 4. Jim Connelly (Hon); 5. Ron Veltre (Yam).

125 C: 1. Ric Bauer (Hon); 2. Jim Taylor (Hon); 3. Scott Smith (Suz); 4. Brad Pops (Yam); 5. Mark Marker (Kaw).

250 B: 1. Jeff Graham (Hon); 2. Brandon Jones (Kaw); 3. Chris Lenik (Hon); 4. Brian Chlenski (Hon); 5. Dennis Archer (Kaw).

250 C: 1. Lewis Cook (Kaw); 2. Jim Schmidutz (Hon); 3. Chris Gates (Suz); 4. Craig Smith (KTM); 5. Brent Belsole (Suz).

500: 1. Darin Zarembo (Yam); 2. Jon Moran (KTM); 3. Ray Krohn (KTM); 4. Jim Frantz (Kaw); 5. Scott Beard (Yam).

PRO: 1. Vince Karnow (Suz); 2. Jason Rogers (Suz); 3. Larry Bellman (Yam); 4. Jake Davis (Hon); 5. Dave Jones (Kaw).

25+: 1. Robin McClain (Yam); 2. Darin Zarembo (Yam); 3. Phil Smith (Suz); 4. Brian Belsole (Hon); 5. John Penses (Yam).

SR: 1. Kevin Price (Hon); 2. Don Archer (Kaw); 3. Jeff Fox (Hon); 4. Jim Schmidutz (Hon); 5. Lawrence Shockley (Kaw).

SR 2: 1. Carl Davis (Hon); 2. Terry Deliman (Hon); 3. Jim Madsen (KTM); 4. Ralph Zerbe (Hon); 5. Bob Mason (Yam).

SR 3: 1. Dick Sweat (Hon); 2. Mike Montemariano (Yam); 3. Bob Crates (Suz); 4. Dave Meyers (Yam); 5. Bill Hagar (Hon).

EXTRA: 1. Don Archer (Kaw); 2. Brent Hahn (Yam); 3. Brandon Hendrickson (Kaw); 4. Phil Archer (Kaw).

BMBR: 1. Jeff Fox (Hon); 2. Keith Miller (Hon); 3. Mike Sinclair (Kaw); 4. Larry Risner (Kaw); 5. Dan Orient (Yam).

Holden on to win Tablerock SX

By Chris Norman

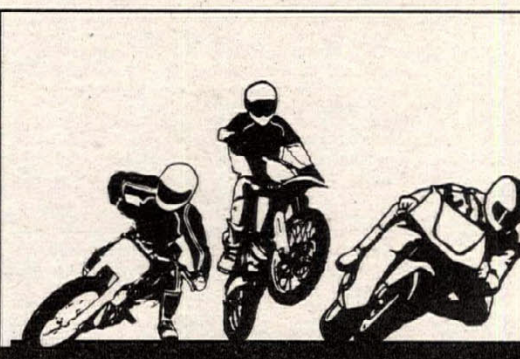
MORGANTON, NC, SEPT. 26

Alex Holden did it the hard way, coming from behind on the final lap to win the 125cc D class at the Tablerock Supercross held in Morganton, North Carolina.

Travis Morrison got the holeshot and stayed in front until the last lap, when his Honda started to fall badly off the pace. This allowed the Suzuki-mounted Holden to pass and secure the win. Morrison managed to nurse his Honda around to finish second, with Matt Kokenes coming in third. Holden also won the Unlimited C/D class, with Kokenes placing second in this event.

In the Over 25 class, Richard Setez passed Ross Parsons when Parsons fell with three laps to go. Setez went on to win the race, with Parsons placing second. Setez also finished second to David Phiyen in 250cc D action.

In the Pee Wee (7-8) class, McCoy Goforth put his KTM into the early lead and was followed closely by the Husqvarna of Brandon DeCaro and the Lem of Anna Norman. DeCaro tried several times to get around Goforth, but he had to settle for second as Goforth brought his



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(Above) Pee Wee rider Nic Paluzzi styles his way to victory in the Glen Helen Stadiumcross Series event in San Bernardino, California.

(Left) Kevin Wageman won the 60cc Beginner class during SSC Friday night MX racing action at Castaic Lake in California.

KTM home with the win. Norman finished third. In the Pee Wee (4-6) class, Dylan Cline had a big lead over the rest of the field until his KTM ran out of gas, which allowed Husqvarna-mounted Daniel Srandles to take the win.

In the 65cc (10-11) class, Christopher Newton had the early lead but fell on the second lap, which allowed Andrew Norman to pass and march on to victory.

In the 80cc Beginner class, the rivalry between Clyde Roberts and Alan Norman was cut short when Norman fell early in the race. He got up quickly but couldn't catch Roberts, who took the win.

Results

P/W (4-6): 1. Daniel Srandles (Hus); 2. Dylan Cline (KTM).
P/W (7-8): 1. McCoy Goforth (KTM); 2. Brandon DeCaro (Hus); 3. Anna Norman (Lem).
65 (7-9): 1. Christopher Newton (Kaw).
65 (10-11): 1. Andrew Norman (Kaw); 2. Christopher Newton (Kaw).
80 BEG: 1. Clyde Roberts (Kaw); 2. Alan Norman (Kaw); 3. Scott Norman (Suz).
SR MINI: 1. Clyde Roberts (Kaw); 2. Scott Norman (Suz).
S/MINI: 1. Alan Norman (Kaw).
125 D: 1. Alex Holden (Suz); 2. Travis Morrison (Hon); 3. Matt Kokenes (Kaw).
250 D: 1. David Phiyon (Kaw); 2. Richard Setzer (Yam); 3. Ross Parsons (Hon).
U/LC/D: 1. Alex Holden (Suz); 2. Matt Kokenes (Kaw).
25+: 1. Richard Setzer (Yam); 2. Ross Parsons (Hon).
30+: 1. Mike Culler (Yam); 2. Paul Walker (Hon).
ENDR: 1. Johnny Kirby (Hon); 2. Daniel Kirby (Hon).

Malherbe family affair at Castaic Motocross

By Tony Alessi

CASTAIC, CA, SEPT. 18

The Malherbe family took control of the 80cc Beginner and Senior Novice classes at Castaic Lake, with Ryan taking top honors in the 80cc Beginner class and his father, Mike, taking the runner-up position behind Don Bizzzy in the Senior Novice class.

Ryan had a great evening in the 80cc Beginner class, pulling monster-sized holeshots and running off and hiding from the field aboard his Thousand Oaks Kawasaki-sponsored KX80.

Brett Crivier put in a solid ride in both motos and earned the runner-up position, while Pit Pro rider Kevin Wageman held it together for third in front of Justin Hilliger and Honda-mounted Eddie Longshore.

Mike Malherbe seemed to pick up on the family's newfound start franchise and pulled a couple of great starts himself in the Senior division. Malherbe hung it out and was rewarded with a solid second overall behind Kawasaki-mounted Don Bizzzy.

Kevin Wageman seems to be getting faster each week, and he and Zachary Brown had a knock-down, drag-out battle for overall honors in the 60cc Beginner class. The two riders exchanged the lead numerous times in each moto, but when the dust settled, it was Wageman taking the win. Brown scored a strong sec-

ond-place finish, while Michael Covelli, Cole Pugmire and Jon Stains rounded out the top five.

Sean Ireland was hot tonight on his four-stroke Honda, and he roosted away to a set of moto victories in the Vet Beginner class. Ireland topped John Casio and hard-charging Phil Kuhn in one of the night's most exciting races.

Team Green/R&D Mini rider Mike Alessi seems to be all healed up from his broken radius bone, and he swept all four motos of both the Supermini and 60cc (9-11) divisions. Alessi topped superfast Matt Gomez and Cody Randall in the Superminis and then his brother Jeff Alessi in the 60cc (9-11) class.

Results

50 (0-6): 1. Evan Gambetta (KTM); 2. Chris Plouffe (KTM); 3. Robert Redell (Yam).
50 (7-9): 1. Justin Eubanks (KTM); 2. Armando Aguilar (KTM).
60 BEG: 1. Kevin Wageman (Kaw); 2. Zachary Brown (Kaw); 3. Michael Covelli (Kaw); 4. Cole Pugmire (Kaw); 5. Jonathan Stains (Kaw).
60 (0-8): 1. Cole Seely (KTM); 2. Trent Pugmire (Kaw).
60 (9-11): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw).
80 BEG: 1. Ryan Malherbe (Kaw); 2. Brett Crivier (Kaw); 3. Kevin Wageman (Hon); 4. Justin Hilliger (Yam); 5. Eddie Longshore (Hon).
80 (7-11): 1. Jeff Alessi (Kaw); 2. Justin Workman (Kaw); 3. Brett Mountain (Yam).
80 (12-16): 1. Matt Gomez (Kaw); 2. Brett Rothas (Kaw); 3. Josh Bagge (Hon); 4. Richard Eubanks (Yam); 5. Jess Albredo (Kaw).
80 EX: 1. Cody Randall (Yam).
80 S/MINI: 1. Mike Alessi (Kaw); 2. Matt Gomez (Kaw); 3. Cody Randall (Yam); 4. Brett Rothas (Kaw); 5. Richard Eubanks (Yam).
125 BEG: 1. James Edwards (Suz); 2. Travis Merterian (Hon); 3. Grant Moore (Yam); 4. Ryan McConnell (Hon); 5. John Means (Kaw).
125 NOV: 1. Jeremy Cruse (Yam); 2. Nick Cali (Kaw); 3. John Simanovich (Kaw).
125 INT: 1. Mike Meadows (Yam); 2. Nick Scott (Suz); 3. Brian Terry (Yam); 4. Brad Terry (Yam); 5. Norberto Debernardi (Yam).
250 BEG: 1. Joel Casas (Yam); 2. Al Clemons (Kaw); 3. Ken Graham (Yam); 4. Dan McGonahan (Hon); 5. Glenn Campbell.
250 NOV: 1. Tyson Tittlenier (Kaw); 2. Chaz Smith (KTM); 3. Jeremy Cruse (Yam); 4. Gene Eizenbener (Yam).
250 INT: 1. Rich Truzinski (Yam); 2. Mike Meadows (Yam); 3. Brad Terry (Yam); 4. Brian Terry (Yam); 5. Brent Gillian (Suz).
SR BEG: 1. Chris Bercaw (Yam); 2. Jeff Pollard (Yam); 3. Mark Martin (Kaw); 4. Tony Munoz (Yam).
SR NOV: 1. Don Bizzzy (Kaw); 2. Mike Malherbe (Yam); 3. Ray Guilbeau (Yam).
SR INT: 1. Alan DeLarge (Hon).
SR EX: 1. Mark Gambetta (Yam).
VET BEG: 1. Sean Ireland (Hon); 2. John Casio (Kaw); 3. Philip Kuhn (Kaw); 4. Fred Inouye (Yam); 5. John Lundberg (Hon).
VET NOV: 1. Gene Elzenbener (Yam); 2. Bryce Johnson (Yam); 3. Elmer Silfrics (Yam).
VET INT: 1. Ed Cuajardo (Suz).
VET EX: 1. Rick Truzinski (Yam).

Schnell fast at Glen Helen Stadiumcross

By Beth LaRock

SAN BERNARDINO, CA, SEPT. 11

The temperatures were cool but the racing was hot at the seventh round of IMS-sponsored Stadiumcross event at Glen Helen Raceway. Some of the stars of the evening were 125cc Pro Greg

Schnell, 80cc Beginner Dan Bartz and Pee Wee rider Nic Paluzzi in the Pro Circuit/Goat Eye-wear/Technosel/Schmip Performance/John Burr Cycles-supported event.

The 125cc Pros kicked off the evening, and track regular Tommy Harrison secured the holeshot with Schnell on his back tire. Schnell appeared to be bidding his time, getting used to the track and willing to fight it out for the first four laps. On lap five, Schnell came alive, caught Harrison in the whoops and passed him in the next turn. Schnell finished the moto with a comfortable four-second lead.

Schnell seized the holeshot and the early lead in the second moto. Harrison looked as though he was going to cause Schnell some trouble until lap three, when Schnell took charge. Schnell was dominant through the rest of the moto, finishing with a 15-second lead.

Bartz started off strong in the first moto of 80cc Beginner action, followed by Jeff Vaughn and Shawn Mohr. At the end of lap three, Vaughn caught up to Bartz in the back section of the track. On the fourth lap, Bartz got crossed up and fell, handing the lead to Vaughn. Vaughn retained the lead to the checkered flag.

Bartz again took the holeshot in moto two and was followed closely by Vaughn and Bryan Brimhall. Bartz stayed strong and steady throughout moto two and didn't allow Vaughn to pass. Brimhall, in third, went down in the spectator doubles, allowing Nicholas Clanton to pass. Mohr quickly caught up to Clanton and their battle for third got the crowd's attention. The third-place position went back and forth, with Mohr and Clanton passing one another repeatedly. On the fifth lap, Mohr captured the third position and held it to the finish line. At the checkered flag it was Bartz, followed by Vaughn and Mohr.

Results

P/W: 1. Nic Paluzzi (Cob); 2. Scott Noble (Cob); 3. Garrick Noble (Cob); 4. Marcus Carrillo (Lem); 5. Bryce Stewart (KTM).
60 (0-8): 1. Phillip Aube (Kaw).
60 (9-11): 1. Charles Pearson (Kaw); 2. B.J. Bohner (Kaw); 3. Warren Davitt (KTM); 4. Andrew Yarnell (Kaw).
80 BEG: 1. Dan Bartz (Suz); 2. Jeff Vaughn (Yam); 3. Shawn Mohr (Hon); 4. Nicholas Clanton (Yam); 5. Robbie Goolsby (Hon).
80 NOV: 1. Jarred Browne (Suz); 2. Jeff Loop (Yam); 3. Justin Workman (Kaw); 4. Donald Chollas (Hon); 5. Andrew Petrie (Kaw).
80 INT: 1. Kyle Mace (Yam); 2. Kevin Payne (Yam); 3. Mateo Usuga (Yam); 4. Danny Motor (Yam).
125 BEG: 1. Mike Davis (Yam); 2. Brad Huth (Yam); 3. Brad Goolsby (Yam); 4. James Ward (Yam); 5. Woody Stahl (Kaw).
125 NOV: 1. David Sullins (Yam); 2. Mark Valcore (Yam); 3. Michael Pineda (Hon); 4. Chris McDaniel (Yam); 5. Dan Hutchinson (Yam).
125 INT: 1. Cory Gibbons (Yam); 2. Jeremiah Moore (Hon); 3. Sean O'Connor (Yam); 4. Justin Mace (Kaw).
125 PRO: 1. Greg Schnell (Yam); 2. Tommy Harrison (Yam).
250 BEG: 1. Garrett Mathews (Hon); 2. Doug Covey (Hon); 3. Jess Gardner (Hon); 4. Frank Wright (Yam); 5. Clayton Hazlewood (Hon).
250 NOV: 1. Jim Brown (Yam).
250 INT: 1. Jeremiah Moore (Hon); 2. D.J. Umphres (Yam); 3. Jimbo Sturgill (Yam).
250 PRO: 1. John Sereika (Yam); 2. Jose Polasek (Yam); 3. Jason Fields (Yam).
JR VET NOV: 1. Matt Morgan (Suz).
JR VET INT: 1. Jimbo Sturgill (Yam).
VET BEG: 1. Frank Wright (Yam); 2. Bonnie Warch (Yam).
VET NOV: 1. David Barnes (Hon); 2. Tommy Leone (Hon); 3. John Hutchison (Kaw).
VET INT: 1. Paul Wright (Yam); 2. Eric Hameister (Yam); 3. Gregg Caughey (Kaw).
SR NOV: 1. Frank Serjeant (Kaw).
WMN: 1. Jennifer Caputo (Yam); 2. Amber Pickett (Suz).

Fortner wins duel in Neoga Hillclimb

By Bud Northrup

NEOGA, IL, SEPT. 26

They call him "Fast Andy" for good reason. Andy Fortner is blisteringly fast. And for that reason alone he is a triple threat on his RM250, his CR500 and 750cc "Hondasaki" triple. Fortner engaged in another fast-time war with his good friend Jason Northrup at the Central Illinois Motorcycle Club Hillclimb, and the show was, as always, riveting.

Only five times under three seconds were posted on this night, and these two riders had all of them.

Fortner turned in his first two-second run in the 250cc class, nailing a 2.984-second time on his first ride on his Forward Motion Suzuki. Kevin Cappello was his closest challenger, taking second place with a good 3.275-second time on his KX250, with Don Barber Jr. claiming third on his Suzuki in 3.440 seconds. Fortner's second fast run came on his first ride on his CR500 in the 600cc class, in which he logged a 2.908-second run. Jason Northrup was fairly quick, but managed "only" 3.064 seconds on his Sportland Honda for second place. He did, however, serve notice that he was a serious threat for fast time as he turned in a sizzling 2.928-second run in the 750cc class on his first ride on his "Hondasaki" triple. Knowing that Northrup had another run coming on his triple, Fortner took a "free" ride in second-round action on his Honda, delivering a breathtaking run in 2.719 seconds, sealing the 600cc-class win.

Darrell Trent finished third with a 3.401-second time on his Honda, followed by Matt Peters and J.D. Laster.

As it turned out, Fortner needed that super-fast run, because Northrup delivered his own crowd-thrilling ride on his powerful triple, blasting off the line under full throttle and over the top in a brilliant 2.812 seconds - good enough to take the 750cc-class win but short of Fortner's quickest. Fortner took second on his big triple with a good 3.092-second run, with John Hillard taking third on his triple in 3.222 seconds.

Results

50 AUTO: 1. Blake Cappello (Lem); 2. Dylan Brady (Suz).
85 YTH: 1. John Bunner (Kaw); 2. Jacob Tackitt (Yam); 3. Donnie Barber III (Kaw); 4. Jared Hayes (Yam); 5. Randy Williams (Kaw).
200: 1. Mark Goodman Jr. (Kaw); 2. Kevin Ryan (Kaw); 3. Richard Sergott (Kaw); 4. Scott Sheets (Kaw); 5. Becka Williams (Kaw).
250: 1. Andy Fortner (Suz); 2. Kevin Cappello (Kaw); 3. Don Barber Jr. (Suz); 4. Mark Goodman Jr. (Kaw); 5. Mark Peters (Hon).
400: 1. Steve Shafer (Yam); 2. Jason Northrup (Yam); 3. Matt Peters (Yam); 4. John Potter (Yam).
600: 1. Andy Fortner (Hon); 2. Jason Northrup (Hon); 3. Darrell Trent (Hon); 4. Matt Peters (Yam); 5. J.D. Laster (Kaw).
750: 1. Jason Northrup (Kaw); 2. Andy Fortner (Kaw); 3. John Hillard (Kaw); 4. Jim Redpath (Yam); 5. John Potter (Yam).
OPEN: 1. Jerrod Lindquist (Kaw); 2. Randy Green (H-D); 3. Steve Shafer (H-D); 4. Bob Fisher (H-D); 5. Bud Northrup (H-D).
SR: 1. Gayle Jenkins (Hon); 2. Tom Rollins (Hon); 3. Kevin McKay (Hon); 4. Bob Glenn (KTM); 5. Kevin Weaver (Hon).
PROD: 1. Bob Fisher (H-D); 2. Randy Green (H-D); 3. Steve Shafer (H-D); 4. Tim Wiggins (H-D).
STK: 1. Jon Monroe (Kaw); 2. Jason Northrup (Yam); 3. Mark Goodman Jr. (Hon); 4. Dan Kite (Suz); 5. Dale McPherson (Hon).

Burr blazes Cambridge TT

By Tim McBride

CAMBRIDGE, MN, SEPT. 27

Shawn Burr sped to his usual victory in the 80cc class during the Norseman Motorcycle Club-promoted Tourist Trophy dirt track race held in Cambridge. However, the speedy 13-year-old dirt track sensation turned some heads by also winning the Novice class in a convincing manner.

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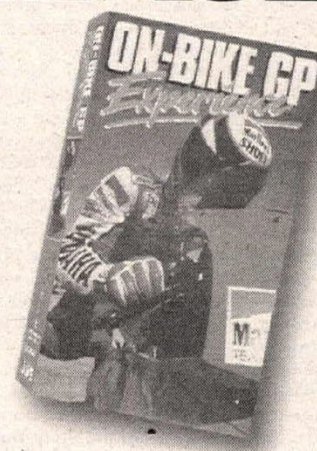
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A resurgent Anthony Gardner, who passed Burr at the finish-line jump to score the upset, won the 80cc heat race. But the final was business as usual for Burr when he bolted into the lead at the start and never looked back and opened up an insurmountable lead by race's end. Gardner was running second until the midway point when he was passed in turn one by Troy Johnson. Travis Henrichs (who finished in third place, ahead of Johnson, in the heat race) scored a solid fourth, just ahead of Jacob Mataya.

The Novice class features a unique "run what you bring" format. As the class came to the line, it was heat-race winner Tom Ladwig aboard his knobby-shod, fire-breathing CR500 picking the first spot on the starting grid. Lined up next to him was Burr, aboard a deceptively fast DTXed KX125, and the rest of the field. As the race got under way, Ladwig grabbed the lead and once again appeared to be headed to victory. But Burr mounted a charge on lap two, speeding by Ladwig as they entered turn one. Burr then opened up a comfortable margin and raced on to victory. A close race for the third and final spot on the rostrum fell to first-year racer Marty Doering, who edged Ladwig's son, Tom Jr., at the finish line. Jacob Mataya finished a respectable fifth while racing a 125 for the first time this season.

Retired Pro dirt tracker Davey Durelle is moving to Colorado this fall and it is unlikely we will see him compete at a local dirt track race for quite some time. Durelle bid the local fans a fine farewell by winning the Open Pro main event. Race leader Randy Triplett fell in turn two midrace, allowing Durelle (who worked his way up from fifth to second at the time) to assume the lead and the victory. Pro 250cc race winner Verdeen Langland finished second ahead of Marcus Bauer, heat winner Kurt Boehlke and a recovered Triplett.

Bob Boyd assumed his customary first-place position during the opening laps of the Open Amateur class. Unfortunately, Boyd slid off the track in turn one, allowing Dorn Peterson and Don Bettis (both aboard YZF400 Yamahas) into the first- and second-place spots for good. Boyd recovered to finish third.

Also, John Florio won his first Over 30 main event, ahead of class luminary Boyd, who was unbeaten in the class until today. Tim Gregory finished third, ahead of Marty Mataya.

Results

NOV: 1. Shawn Burr; 2. Tom Ladwig; 3. Marty Doering; 4. Tom Ladwig Jr.; 5. Jacob Mataya.

OPEN AM: 1. Dorn Peterson; 2. Don Bettis; 3. Bob Boyd; 4. Joel Schleicher; 5. Tim Gregory.

OPEN PRO: 1. Davey Durelle; 2. Verdeen Langland; 3. Marcus Bauer; 4. Kurt Boehlke; 5. Randy Triplett.

VINT SGL: 1. Randy Thistle; 2. Bob Herman; 3. Paul Koch; 4. Eric Berg; 5. Lloyd Turner.

VINT TW: 1. Ron Leeman; 2. Buzz Arndt; 3. Frank Radloff; 4. Bob Reynolds.

30+: 1. John Florio; 2. Bob Boyd; 3. Tim Gregory; 4. Marty Mataya; 5. Tim McBride.

40+: 1. Buzz Arndt; 2. Don Bettis; 3. Daryl Pangerl; 4. Marty Mataya; 5. Paul Koch.

50+: 1. Buzz Arndt; 2. Charlie Langland; 3. Dave Koch; 4. Marvin Cleepe; 5. John Sutherland.

50 MINI: 1. Jory Morris; 2. Andy Olson; 3. Jacob Schleicher; 4. Nick Mataya; 5. Natasha Waschek.

60: 1. Josh Koch; 2. Jeremy Anderson; 3. Kevin Anderson; 4. Travis Waschek; 5. Jacob Mataya.

80: 1. Shawn Burr; 2. Troy Johnson; 3. Anthony Gardner; 4. Travis Henrichs; 5. Jacob Mataya.

125: 1. Willie Broten; 2. Shawn Burr; 3. Adam Henrichs; 4. Richard Waschek; 5. Troy Johnson.

250 AM: 1. Dorn Peterson; 2. Joel Schleicher; 3. Don Bettis; 4. Willie Broten; 5. Adam Henrichs.

250 PRO-AM: 1. Verdeen Langland; 2. Kurt Boehlke; 3. Dorn Peterson; 4. Don Bettis; 5. Willie Broten.

Walker does Dollywood Motocross in style

By Kirk Johnson

SEVIERVILLE, TN, SEPT. 26-27

More than a thousand riders converged on the brand-new Dollywood Express MX facility for two days of racing, fun and excitement at round 13 of the 1998 United States Serious Racewear Mega Series - the Smoky Mountain Fall Cup contest. The track, located in the Pigeon Forge/Gallatinburg resort areas, drew riders from as far away as Ohio and Florida, and when all was said and done, Georgia's Matt Walker left Dollywood with four moto wins and a pocketful of cash.

The Honda of Troy-sponsored Walker nabbed the holeshot in the first 125cc Pro moto. Walker used the great start to his advantage and quickly established a lead over fellow Georgia riders Christopher Bailey and Josh Whitmire, Yamaha-mounted Ryan Duff, and Honda-mounted Robert Goldson. Walker was setting a pace which saw him stretch the lead on each lap. When the checkers flew, Walker had a comfortable cushion of more than 10 seconds over his next-closest competitor.



(Left) Jon Boy Monk (63) rode to the 250cc B-class win at the Smoky Mountain Fall Cup in Sevierville, Tennessee. (Right) Rob Engel (5) took the overall win in the Vet Intermediate class during at the weekly REM-promoted Saturday motocross at Glen Helen in San Bernardino, California.



Engel excels at REM Glen Helen MX

By Rocky Hash

SAN BERNARDINO, CA, SEPT. 26

Rob Engel used good starts, good riding and a bit of good luck to take home the overall victory in the hotly contested Vet Intermediate class at Racing Enterprises Motosports' weekly Saturday motocross, held at Glen Helen Raceway Park.

When the first moto got under way, it was Honda rider Bryan Daniel showing the pack the fast way down the start chute. Daniel's lead was short-lived, however, as he bobbled on the first lap and wound up third. Taking advantage of Daniel's mistake were Kawasaki pilot Jeff Kaplan, who completed lap one with the lead, and Engel on his YZ250. Daniel was solidly in third, while Craig Sisiro put his Honda in fourth and fifth place was occupied by Dirt Bike magazine's Ron Lawson. Over the first few laps, Kaplan was able to open up a three-second advantage on Engel. Lawson, though, was the man on the move, and by the halfway mark in the moto, he was already up to the third position - and closing on Engel. Out front, Kaplan looked steady as he maintained his three-second cushion on the Engel-Lawson skirmish. Yamaha rider Ty Swartz was coming from way back, and he was now up to the fifth spot. Lawson was putting the pressure on Engel, and when the two-laps signal came out, he decided to make a move, passing Engel to take over second. When the white flag came out, it looked like Kaplan was going to take the moto win, as Lawson had been unable to close ground on him - but that was not to be. Just two turns before the finish line, Kaplan crashed in a big, sandy bowl turn and was unable to remount until both Lawson and Engel had gone by. After this unlikely turn of events, the moto win went to Lawson. Engel was runner-up, while a dejected Kaplan rode in for third.

Kaplan's bad luck continued at the start of moto two, when he was involved in a major pileup that brought out the red flag to restart the race. Fortunately, Kaplan was unhurt, but his machine had sustained too much damage for him to make the restart, and he retired for the day. On the next go-around, Engel grabbed a big holeshot and immediately opened up a two-second advantage on the pack. Lawson was second, with Daniel holding down third.

Swartz had gated much better this time, and he was in fourth at the end of lap one. Engel was all business out front, and he opened up a five-second lead on Lawson in second by the halfway mark. Daniel was inching closer to Lawson as the laps clicked off until finally he was right on the Yamaha rider's fender. For the next few laps, Lawson and Daniel went bar to bar for the second position. The riders were never more than two bike lengths apart, often dead even on alternate lines on the track. Although the battle behind him was heating up, Engel never knew about it, as he was able to maintain his five-second margin in front of the squabble.

Just as the two-laps signal was given, Daniel made his move and went around Lawson to take over second place. The end of the moto saw no changes, and when the checkers came out, it was Engel taking the all-important second-moto

In the second moto, everyone expected another Walker holeshot, but much to their surprise, first-moto creek dweller Yoho snatched the final Pro holeshot of the day, with Gibson and Walker hot on his heels. Walker made quick work of Yoho

and Gibson and had already assumed the lead as they made their first pass by the flag stand: The Honda rider appeared to have the final moto of the day well in hand until he fell just past the halfway point. This opened the door for Gibson. Meanwhile, Yoho, Bailey, Whitmire, Shue and Chester were all competing for the final podium position. All eyes were focused on the front-runners, though. Gibson seemed to have all the bases covered, but as the white flag flew, Walker made an all-out assault on the leader. Gibson countered his every move until the two riders flew into the final quarter-lap. Gibson left the door ajar and Walker kicked it wide open and took full advantage of the opportunity as the riders approached the final table-top. Walker gained a slight advantage and hit the ground first, leaping into the lead as they went into the final right-hander before the whoop section. Gibson tried to counter but the damage had already been done, and Walker took his fourth moto win of the day. Gibson came home second, Yoho held off a hard-charging Chester for third, and Shue completed the top five.

Results

Saturday

50 SHAFT: 1. Colton Tickle (Yam); 2. Clay Combs (Suz); 3. Andrew Langworth (Yam); 4. Wesley Odell (Yam); 5. Elliott Mattox (Yam).

50 (4-6): 1. Bradley Bunch (Cob); 2. Ian Trettel (Cob); 3. McKinnon Welborn (Cob); 4. Tyler Glance (Cob); 5. Dustin Chandler (Cob).

50 (7-8): 1. Zach Osborne (Cob); 2. D.J. Ellis (Cob); 3. Broc Tickle (Cob); 4. Les Smith (Cob); 5. Garrett Church (Cob).

60 (7-9): 1. Jake Griffith (Kaw); 2. Zach Osborne (Kaw); 3. Justin Sipes (Kaw); 4. Davin Price (Kaw); 5. D.J. Ellis (Kaw).

60 (10-11): 1. Brent Carden (Kaw); 2. Phillip Ivers (Kaw); 3. Christopher Chesnee (Kaw); 4. Taylor Reilly (Kaw); 5. Jonathan Ryan (Kaw).

JR MINI: 1. Chris Todd (Kaw); 2. Jake Griffith (Yam); 3. Joshua Davis (Kaw); 4. Chase Whitten (Kaw); 5. Brent Carden (Kaw).

85 (12-13): 1. Ryan Sipes (Kaw); 2. Hutch Lee (Yam); 3. Douglas Thomason (Kaw); 4. Stephen Shoaf (Suz); 5. Matt Miller (Suz).

85 (14-15): 1. Chad Ward (Hon); 2. Justin Jones (Yam); 3. Zach Johnson (Suz); 4. Leslie Barrett (Kaw); 5. Joshua Wyatt (Hon).

85 D: 1. Brandon Belcer (Suz); 2. Matthew Maricle (Suz); 3. Jonathan Goff (Hon); 4. Christopher Nelson (Yam); 5. Herbie Adams (Yam).

S/MINI: 1. Chad Ward (Hon); 2. Ryan Sipes (Kaw); 3. Douglas Thomason (Kaw); 4. Joshua Mulligan (Yam); 5. Hutch Lee (Yam).

SCHBY: 1. Aaron Lindsey (Yam); 2. Casey Barnes (Suz); 3. Danny Smith (Suz); 4. Doug Earls (Suz); 5. Adam Overcash (Suz).

PRO CASH: 1. Jim Chester (Suz); 2. Jon Boruff (Suz); 3. Benjamin Rutledge (Suz); 4. Jered Black (Yam); 5. Hans Neel (Hon).

125 B: 1. Aaron Lindsey (Yam); 2. Casey Barnes (Suz); 3. Steve Hensley (Hon); 4. Joseph Prather (KTM); 5. Jon Boy Monk (Hon).

125 C: 1. Aaron Stancil (Yam); 2. Evan Owenby (Suz); 3. Jacob Saylor (Kaw); 4. Duane Mitchell (KTM); 5. Donnie Adams (Kaw).

125 D: 1. Jonathan Riner (Yam); 2. Michael Branham (Hon); 3. Chris Dey (Yam); 4. Robert Maricle (Suz); 5. Noah Spencer (Suz).

250 B: 1. Joseph Prather (KTM); 2. Joshua Capps (Kaw); 3. Paul Justus (Suz); 4. Jon Boy Monk (Hon); 5. Kevin Blalock (Suz).

250 C: 1. Evan Owenby (Suz); 2. David Bridges (Suz); 3. Michael Robinson (Kaw); 4. Bobby Sanders (Suz); 5. Chad Yates (Yam).

250 D: 1. Michael Rader (Kaw); 2. Scott Dillion; 3. Tim Ripberger (Kaw); 4. Nikki Johnson (Kaw); 5. Dennis Cross (Kaw).

25+ B: 1. Shane Jenkins (Suz); 2. Albert McCoy (Suz); 3. Kevin Blalock (Suz); 4. Steve Hensley (Hon); 5. Timothy Bruce (Kaw).

25+ C: 1. Craig Greer (Suz); 2. Allen Brown (Suz); 3. Bobby Sanders (Suz); 4. Sam King (Yam); 5. Keith Cottongin (Hon).

30+ B: 1. Albert McCoy (Suz); 2. Larry Sparks (Suz); 3. Ronnie Ray (Hon); 4. Chad Bryson (Kaw); 5. David Tucker (Suz).

30+ C: 1. Randy White (Yam); 2. Cliff Dockery (Yam); 3. Sam King (Yam); 4. Chad Viers (Yam); 5. Jeff Duncan (Kaw).

35+: 1. Daniel Bell (Suz); 2. Kevin Kasey (Hon); 3. Roger Arnold (Suz); 4. Tollie Bass (Hon); 5. Paul West (Hon).

40+: 1. Ronnie Ray (Hon); 2. Terry Blake (KTM); 3. Johnny Gibson (Suz); 4. Warner Wilbourn (Suz); 5. Michael Robinson (Kaw).

48+: 1. Warner Wilbourn (Suz); 2. Steve Corlee (Suz); 3. Johnny Gibson (Suz); 4. Ted Shortridge (Suz).

4-STRK: 1. Chad Viers (Yam); 2. Jerry Mattox (Hon); 3. Ronnie Adkins (Yam); 4. Casey Kane (Hon).

U/L AM: 1. Jason Saunders (Kaw); 2. Phillip Myers (Suz); 3. Justin Brooks (Yam); 4. Wesley McCoy (Suz); 5. Travis Reagan (Yam).

U/L C/D: 1. Chad Yates (Yam); 2. Jason Marsh (Hon); 3. Donnie Adams (Kaw); 4. Jacob Saylor (Kaw); 5. Junior Green (Kaw).

Sunday

50 SHAFT: 1. Colton Tickle (Yam); 2. Clay Combs (Suz); 3. Andrew Langworth (Yam); 4. Wesley Odell (Yam); 5. C. Hunter Pittman (Yam).

50 (4-6): 1. Ian Trettel (Cob); 2. Tyler Glance (Cob); 3. Dustin Chandler (Cob); 4. Trevor Brown (Cob); 5. Sean Cunningham (Lem).

50 (7-8): 1. Zach Osborne (Cob); 2. Broc Tickle (Kaw); 3. Sean Hackey (Cob); 4. Les Smith (Cob); 5. Garrett Church (Cob).

60 (7-9): 1. Zach Osborne (Kaw); 2. Justin Sipes (Kaw); 3. Sean Hackey (Kaw); 4. Davin Price (Kaw); 5. Chase Beck (Kaw).

60 (10-11): 1. Chris Osborne (Kaw); 2. Philip Ivers (Kaw); 3. Brent Carden (Kaw); 4. Matthew Townsend (Kaw); 5. Christopher Chesnee (Kaw).

JR MINI: 1. Jake Griffith (Kaw); 2. Joshua Davis (Kaw); 3. Justin Sipes (Kaw); 4. Chase Whitten (Kaw); 5. Chris Todd (Kaw).

85 (12-13): 1. Ryan Sipes (Kaw); 2. Matt Miller (Suz); 3. Douglas Thomason (Kaw); 4. Stephen Shoaf (Suz); 5. Hutch Lee (Yam).

85 (14-15): 1. Chad Ward (Hon); 2. Justin Jones (Yam); 3. Leslie Barrett (Kaw); 4. Joshua Wyatt (Hon); 5. Ronnie Ling (Yam).

85 D: 1. Brandon Belcer (Suz); 2. Jonathan Goff (Hon); 3. Jimmy Yates (Kaw); 4. Matthew Maricle (Suz); 5. Herbie Adams (Kaw).

S/MINI: 1. Chad Ward (Hon); 2. Ryan Sipes (Kaw); 3. Joshua Davis (Kaw); 4. Stephen Shoaf (Suz); 5. Jon Boruff (Kaw).

SCHBY: 1. Aaron Lindsey (Yam); 2. Casey Barnes (Suz); 3. Adam Overcash (Suz); 4. J.R. Carter (Suz); 5. Aaron Stancil (Yam).

125 PRO: 1. Matt Walker (Hon); 2. Jim Chester (Suz); 3. Jeff Gibson (Kaw); 4. Matt Shue (Suz); 5. Mark Culton (Yam).

125 B: 1. Aaron Lindsey (Yam); 2. Paul Justus (Suz); 3. Casey Barnes (Suz); 4. Joshua Capps (Kaw); 5. Jon Boy Monk (Hon).

125 C: 1. Jacob Saylor (Kaw); 2. B.J. Huntsinger (Suz); 3. Evan Owenby (Suz); 4. Matt Blevins (Suz); 5. Brent Lough (Suz).

125 D: 1. Chris Dey (Yam); 2. Sam Nevin (Yam); 3. Michael Branham (Hon); 4. Robert Maricle (Suz); 5. Desmond Christian (Kaw).

250 PRO: 1. Matt Walker (Hon); 2. Jeff Gibson (Kaw); 3. Jim Chester (Suz); 4. Matt Shue (Suz); 5. Jon Boruff (Suz).

250 B: 1. Jon Boy Monk (Hon); 2. Joshua Capps (Kaw); 3. Richie Clippard (Kaw); 4. Shane Jenkins (Suz); 5. Joseph Prather (KTM).

250 C: 1. Evan Owenby (Suz); 2. Bobby Sanders (Suz); 3. Michael Robinson (Kaw); 4. Kevin Hill (Suz); 5. Jason Rowe (Yam).

250 D: 1. Michael Rader (Kaw); 2. Bill Seward (Yam); 3. Chuck Green (Suz); 4. Tim Ripberger (Kaw); 5. Michael Potts (Hon).

25+ A: 1. Jim Chester (Suz); 2. Daniel Nelson (Hon); 3. Benjamin Rutledge (Suz); 4. William Wilson (Yam); 5. Mike Garrett (Suz).

25+ B: 1. Kevin Blalock (Suz); 2. Shane Jenkins (Suz); 3. Richie Clippard (Kaw); 4. Steve Hensley (Hon); 5. Albert McCoy (Suz).

25+ C: 1. Bobby Sanders (Suz); 2. Craig Greer (Suz); 3. Allen Brown (Suz); 4. Sam King (Yam); 5. Jason Rowe (Yam).

30+ A: 1. Joel Baker (Suz); 2. Jerry Ray Jr. (Kaw); 3. Mike Garrett (Suz); 4. Jere Pope (Kaw); 5. Bobby Ousley (Yam).

30+ B: 1. Albert McCoy (Suz); 2. David Tucker (Suz); 3. Chad Bryson (Kaw); 4. Robert Woody (Kaw); 5. Miles Keller (Kaw).

30+ C: 1. Craig Greer (Suz); 2. Sam King (Yam); 3. Jonathan Langworthy (Yam); 4. Keith Garland (Yam); 5. Jeff Duncan (Kaw).

35+: 1. Joel Baker (Suz); 2. Jere Pope (Kaw); 3. Greg Roberts (Yam); 4. Ronnie Ray (Hon); 5. Steven Lewis (Yam).

40+: 1. Ronnie Ray (Hon); 2. Warner Wilbourn (Suz); 3. Terry Blake (KTM); 4. Steven Lewis (Yam); 5. Roger Arnold (Suz).

48+: 1. Warner Wilbourn (Suz); 2. Johnny Gibson (Suz); 3. Steve Corlee (Suz); 4. Ted Shortridge (Suz); 5. Samuel Tush (Hon).

4-STRK: 1. Wayne Harrison (Yam); 2. Ronnie Adkins (Yam); 3. Chad Viers (Yam).

U/L AM: 1. Timmy Milligan (Suz); 2. Travis Reagan (Yam); 3. Allen Boohar (Hon); 4. Jason Saunders (Kaw); 5. Wesley McCoy (Suz).

U/L C/D: 1. Aaron Benfield (Kaw); 2. Donnie Adams (Kaw); 3. Jason Marsh (Hon); 4. Jonathan Riner (Yam); 5. Ricky Hoskins (Kaw).



(Left) Casey Bullington (25) won the 125cc B class over Brett Hasty (33) at the Bremen MX in Bremen, Georgia.

(Right) Nicholas Burns (511) came out on top in the 250cc A class and finished second in the 125cc A class at Cathey's Creek MX in Forest City, North Carolina.



win. Daniel rode in for second, while Lawson claimed the third spot. On the day, Engel came out on top, as his 2-1 moto finishes earned him the overall victory. Lawson was next best by virtue of his 1-3 scores, while Daniel finished up in third after posting a 4-2 tally.

Results

80 BEG: 1. Gregory Jones (Kaw); 2. Mickie Ortiz (Kaw); 3. Ryan Mitchell (Hon).
80 JR: 1. Becky Kukla (Kaw); 2. Dave Jackson (Yam); 3. Kurt Heiker (Suz).
125 BEG: 1. Mark Ortiz (Yam); 2. Vrew Iso (Yam); 3. Ryan Amaradio (Hon); 4. Mark Fields (Suz); 5. Rick Jameson (Yam).
125 NOV: 1. Steve Sailing (Yam); 2. Cliff Jennings (Yam); 3. John Nelson (Hon); 4. Bernhard Leiter (Yam); 5. Jeremy Murphy (Suz).
250 BEG: 1. Larry Wardrop (Kaw); 2. Igstickly Rivera (Suz); 3. Darrell Clifton (Hon); 4. Travis Sabadin (Kaw); 5. Mitchel Rand (Yam).
250 NOV: 1. Dennis Michalis (Yam); 2. Ichiro Nakaya (Suz); 3. Mark Oldroyd (Hon); 4. Ted Kukla (Yam); 5. Vince Sissilli (Kaw).
250 INT: 1. Joshua Amaradio (Yam); 2. Brian Stoner (KTM); 3. Mark James (Suz); 4. Steve Fox (Kaw); 5. Ben Heinson (Kaw).
250 PRO: 1. Tony Amaradio (Yam); 2. Brian Clarke (Suz); 3. Ryan Michelson (Kaw).
VET BEG: 1. Larry Wardrop (Kaw); 2. Darrell Clifton (Hon); 3. Steve Magione (Suz); 4. Andy Akront (Yam); 5. Randy Roble (Kaw).
VET NOV: 1. Gary Harada (Kaw); 2. Keith Stoner (KTM); 3. Eric Carr (Yam); 4. Curt Jab (Hon); 5. Mark McKellop (Hon).
VET INT: 1. Rob Engel (Yam); 2. Ron Lawson (Yam); 3. Bryan Daniel (Hon); 4. Ty Swartz (Yam); 5. Craig Sisiro (Hon).
VET PRO: 1. Terry Fowler (Yam); 2. Willy Musgrave (KTM); 3. Billy Frank (Kaw).
40+ JR: 1. Mike Cassell (Kaw); 2. Leonard Kirschner (Hon); 3. Geoff Arnold (Yam); 4. Art Feldman (Hus); 5. Steve Ripley (Hon).
40+ INT: 1. Jeffrey Arzouman (Yam); 2. Mark Hall (Yam); 3. Steve Roark (Hon); 4. Joe Crippen (Hon); 5. Kirk Bassett (Yam).
40+ EX: 1. Dennis Boulware (Yam); 2. Pete Vetrano (TM); 3. Gary Scott (Yam).
40+ MSTR: 1. Rich Eierstedt (Yam); 2. Gary Jones (Hon); 3. George Kohler (Hon); 4. Marc Crosby (Kaw); 5. Willie Amaradio (Yam).
50+ MSTR: 1. Tommy Pearl (Hon); 2. Jody Weisel (Kaw); 3. Ray Pisarski (Hon); 4. Horst Leitner (Yam); 5. George Spearing (Kaw).

Bentley blasts Bremen MX

By Gary Crider

BREMEN, GA, SEPT. 20

Team Green/Pro Circuit-backed Shae Bentley, fresh from his Loretta Lynn's National 250cc Pro-Sport-class win, romped to the 125 and 250cc A-class wins at Bremen MX. Bentley was only briefly headed, and he won all four motos in a fine display of skill.

The Moto Sports Honda-sponsored event was round nine in the 10th annual Georgia AMA Championship MX Series. Riders favorably noted that Bremen's full-length MX course has undergone several layout changes since the previous Series race here last March. In addition to Bentley, the large turnout here included two other AMA National Amateur winners: J.J. Maleske and Forrest Lane.

Loretta Lynn's National 50cc (7-8) Champion Maleske squared off with fellow Cobra pilot Bubba Crosby in a close fight over the 50cc (7-8) class win. Moto one saw Crosby and Maleske seemingly welded together for the entire moto as Crosby clung to the point position. Crosby won in a very close finish.

Rain intervened to make the difference in moto two, as Crosby slid down on the opening lap. Maleske charged to the moto win and the overall, while Crosby recovered to claim runner-up honors over Stephen Amerson. Maleske returned to win the 60cc (7-9) division after sharing moto wins with series leader Jase Lewis.

Loretta Lynn's National 50cc Shaft Drive Champion Forrest Lane topped the hard-fought 50cc (4-6) contest with a 2-1 punch, while first-moto winner Ernest Lopez eventually had to settle for third overall behind Alex McWilliams.

The 125cc Youth division was one of the best contests of the day, as four contenders fought for the win. Brett Hasty claimed the victory after nailing down both moto wins. Series points leader Cody Watford started in fourth both times but came away with a pair of second-place finishes. Dash Lyle edged Casey Bullington for third overall.

SYD Racing-backed Lyle returned to win the 125cc C division, in which his 1-1 score earned him enough points to move him into the Series lead over Clay Carruth, who suffered a poor showing for the day.

Bullington, Hasty and Watford lined up together again in the 125cc B class. Bullington's 2-1 earned the gold over Hasty's 1-3 score, while Watford finished third. Watford's 4-5 tally garnered sufficient Series points to unseat Jake Hamlin, who finished 14-2 on the day; he now trails Watford by just three points in the series chase.

Results

50 SHAFT: 1. Kayla Boswell (Yam); 2. Kelby McCallister (Yam); 3. Cody Howell (Yam); 4. Joey Lopez (Yam); 5. Cody Keith (Yam).
50 (4-6): 1. Forrest Lane (Cob); 2. Alex McWilliams (Cob); 3. Ernest Lopez (Cob); 4. Josh Scott (KTM); 5. Howie Holden (Act).
50 (7-8): 1. J.J. Maleske (Cob); 2. Bubba Crosby (Cob); 3. Stephen Amerson (Cob); 4. Douglas Bailey (Cob); 5. Brad James (KTM).
60 (7-9): 1. J.J. Maleske (Kaw); 2. Jase Lewis (Kaw); 3. Erica Hyatt (Kaw); 4. Trent Padgett (Kaw); 5. Jeff Gillian (Kaw).
60 (10-11): 1. Matt Tisdale (Kaw); 2. Brent Carden (Kaw); 3. John Schwarz (Kaw); 4. Bryan Milligan (Kaw); 5. Blake North (Kaw).
60/80 (7-11): 1. Luke Bunzendahl (Yam); 2. Ryan Gillian (Suz); 3. Gregory Roberts (Suz); 4. Michael Graham (Kaw); 5. Jase Lewis (Hon).
80 (7-11): 1. Luke Bunzendahl (Yam); 2. Gregory Roberts (Suz); 3. Michael Graham (Kaw); 4. Brent Carden (Kaw); 5. Ryan Gillian (Suz).
80 (9-13): 1. Shane Lusk (Hon); 2. Michael Sizemore (Kaw); 3. Chris Ivey (Suz); 4. Richard Sheriff (Suz); 5. Leah Cantrell (Suz).
80 (12-15): 1. Shane Lusk (Hon); 2. D.C. Thomason (Kaw); 3. Michael Sizemore (Kaw); 4. Matt Howard (Hon); 5. Richard Sheriff (Suz).
S/MINI 100: 1. D.C. Thomason (Kaw); 2. Cory Cone (Suz); 3. Matt Howard (Hon); 4. Curtis Dyer (Suz); 5. Kevin Chisolm (Yam).
125 YTH (12-15): 1. Brett Hasty (Suz); 2. Cody Watford (Suz); 3. Dash Lyle (Suz); 4. Casey Bullington (Yam); 5. Chad Minter (Suz).
125 A: 1. Shae Bentley (Kaw); 2. Brian Raymond (Suz); 3. Christopher Bailey (Hon); 4. Josh Whitmire (Yam).
125 B: 1. Casey Bullington (Yam); 2. Brett Hasty (Suz); 3. Cody Watford (Suz); 4. Sean Lecroy (Suz); 5. Chad Minter (Suz).
125 C: 1. Dash Lyle (Suz); 2. Kevin Robison (Suz); 3. Steven Cochran (Kaw); 4. Brad Hamby (Suz); 5. Blake Smith (Hon).
125 D: 1. Ray Courgey (Kaw); 2. Thomas Bryant (Hon); 3. Dennis McClain (Hon); 4. Jon Robinson (Hon); 5. Joe Alexander (Suz).
250 A: 1. Shae Bentley (Kaw); 2. Christopher Bailey (Hon); 3. Brian Raymond (Suz); 4. Josh Whitmire (Yam); 5. Kyle Kelly (Hon).
250 B: 1. Jake Hamlin (Suz); 2. Shane Fenwick (Suz); 3. John Watkins (Kaw); 4. Rusty Bufford (Kaw); 5. Josh Larue (Suz).
250 C: 1. Kevin Brule (Suz); 2. Stephen Sawyer (Hon); 3. Brad Hamby (Suz); 4. Ryan Tuggle (Hon); 5. Russell Radford (Kaw).
250 D: 1. John Mercer (Kaw); 2. Harold Gillian (Suz); 3. Tim James (Hon); 4. Chris Williams (Hon); 5. William Hargrove (Hon).
16-24: 1. Sean Lecroy (Suz); 2. Travis Crowell (Kaw); 3. David Hallmark (Kaw); 4. Geoff Travis (Hon); 5. Dustin Higo (Suz).
25+: 1. Tommy Martin (Suz); 2. Glenn Bates (Kaw); 3. Mike Garrett (Suz); 4. Daniel Henderson (Suz); 5. Michael Crane (Yam).
30+: 1. David Kelley (Yam); 2. Tommy Martin (Suz); 3. Glenn Bates (Kaw); 4. Greg Lassiter (Kaw); 5. Tim Hosfield (Suz).
35+: 1. Greg Lassiter (Kaw); 2. Mike Henderson (Hon); 3. Kenny Hall (Yam); 4. Vance Chase (Hon); 5. William Stoller (Hon).
40+: 1. Kevin Brule (Suz); 2. Kenny Hall (Yam); 3. Vance Chase (Hon); 4. Bobby Staggs (Suz); 5. Warner Wilbourn (Suz).

Burns scorches Cathey's Creek MX

By Barbara Williams
Photo by Loren Williams

FOREST CITY, NC, SEPT. 13

Honda pilot Nicholas Burns blazed to a double moto win in 250cc A class and took runner-up money in 125cc A at the latest round of District 29 racing at Cathey's Creek MX Park.

Nearly 200 riders came to Cathey's Creek to enjoy perfect late-summer racing weather. Though the sunshine intensified later in the afternoon, lower humidity kept conditions raceable.

Burns got the drop on A-class veteran William Wilson and Jason Thompson in the first 250cc A moto and colored himself gone. Wilson came within striking distance several times for a pass, but Burns wouldn't allow it and led the entire distance.

Burns' second 250cc A outing was a repeat of the first, and he led every lap to the checkered flag in spite of pressure from Wilson.

The first 125cc A moto belonged to Wilson, with Burns trying in vain for a chance to pass. They crossed the finish-line tabletop just a bike length apart.

Burns appeared to have the second 125cc A round in the bag as he grabbed the holeshot and steadily pulled away from the rest of the field. On the last half of the last lap, Burns came upon a lapped rider in a tight, slow corner and simply messed up, running into the slower rider and sending them both to the ground. Wilson slowed in amazement on his way past into the lead, but a "gimme" is not to be refused and William took the win. An embarrassed Burns recovered to finish second.

Results

50 (4-6): 1. Trey Matthews (Cob); 2. Preston Thomas (Cob); 3. Sebastian Loukaitis (Cob); 4. Seth Caldwell (KTM).
50 (7-8): 1. Patrick Johnson (KTM); 2. Robert Berry (KTM); 3. Hunter Jennings (Cob); 4. Aryton Dunkel (Cob); 5. Benjamin Teddards (KTM).
50 SHAFT: 1. Lucas Long (Yam); 2. Daryl Parlier (Suz).
65 (7-9): 1. Zack Alvear (Kaw); 2. Aryton Dunkel (Cob); 3. Mason Caldwell (KTM).
65 (10-11): 1. Matthew Townsend (Kaw).
80 BEG: 1. Mike Moss Jr. (Hon); 2. Matt Collins (Hon); 3. Corey Richey (Hon); 4. Casey Shaw (Hon); 5. David Shaffner.
JR MINI: 1. Eric Dudley (Kaw); 2. Matthew Townsend (Suz); 3. Christopher Chesnee (Suz); 4. Philip Ivers Jr. (Suz).
85 (12-13): 1. Brandon Ellenburg (Kaw); 2. Greg Junge (Kaw); 3. Randy Newkirk II (Kaw); 4. Jackie Sexton Jr. (Suz); 5. Scott Hagans (Yam).
85 (14-15): 1. Sean Daley (Kaw); 2. Zach Johnson (Suz).
S/MINI: 1. Brandon Ellenburg (Kaw); 2. Randy Newkirk II (Kaw); 3. Jackie Sexton Jr. (Suz); 4. Greg Junge (Kaw); 5. Rodger Mason (Yam).
SCHBY: 1. Bradley Robertson (Yam); 2. Christopher Hovis (Yam); 3. Matt Greene (Kaw); 4. Chris Ferguson (Suz); 5. Terrell Collins (KTM).
125 A: 1. William Wilson (Yam); 2. Nicholas Burns (Hon); 3. Michael Duke (KTM); 4. Jason Thompson (Yam).
125 B: 1. Jerry Strange (Yam); 2. Aaron Ellenburg (Yam); 3. Thomas Mac Epps (Suz); 4. Chris Riggins (Kaw).
125 C: 1. Bradley Robertson (Yam); 2. Jacob Saylor (Kaw); 3. Terrell Collins (KTM); 4. Joshua A. Benfield (Kaw); 5. Michael S. Clampitt (Suz).
125 D: 1. Chris Gosnell (Yam); 2. Noah Spencer (Suz); 3. Jeremy Adams (Hon); 4. Nicholas Harder (Kaw); 5. T.R. Ford (Yam).
250 A: 1. Nicholas Burns (Hon); 2. William Wilson (Yam); 3. Jason Thompson (Hon).
250 B: 1. Jerry Strange (Yam); 2. Chris Riggins (Kaw).
250 C: 1. Jeremy Hill (Hon); 2. Thomas Turner (Kaw); 3. Timothy Elrod (Suz); 4. Jeff Durham (Yam); 5. Travis Collins (Yam).
250 D: 1. Jason Brendle (Hon); 2. Josh Mullinax (Hon); 3. Jamie Sims (Suz); 4. Greg Roberts (Suz); 5. Clifford Marler (Yam).
UL C/D: 1. Jeremy Hill (Hon); 2. Thomas Turner (Kaw); 3. Joshua A. Benfield (Suz); 4. Jacob Saylor (Kaw); 5. Justin Lowery (Hon).

25+ B: 1. Frankie Mullinax (Hon).
25+ C: 1. Mark Davenport (KTM); 2. Timothy Elrod (Suz); 3. Harvey Hall (Kaw).
30+ B: 1. Russell Runge (Kaw); 2. Robert Thomas (Kaw).
30+ C: 1. Richard V. Maley Sr. (KTM); 2. David Scott (Suz); 3. Bob Matthews (Yam).
35+: 1. Roger Arnold (Suz); 2. Ken Teddards (Kaw); 3. Bob Matthews (Yam).
40+: 1. Roger Arnold (Suz); 2. William F. Patterson (Kaw).

Northrup sets record at CIMC Hillclimb

By Bud Northrup

NEOGA, IL, SEPT. 27

Jason Northrup and Andy Fortner continued their fast-time war at the Central Illinois Motorcycle Club's final 1998 hillclimb. Fortner had come out on top the night before, but this day would belong to Northrup. However, Fortner didn't go easy, and Northrup had to set a new hill record to keep "Fast Andy" from claiming his second fast time of the weekend.

Fortner looked set to repeat as he delivered an excellent 2.785-second run on his CR500 in first-round action to take the early lead. John Scroggins, however, blazed over the 100-foot hill in a blistering 2.680 seconds on his Honda to overtake Fortner. Scroggins had set the hill record in August, so he definitely knew the fast way to climb.

Northrup was also quick, but his 2.820-second run was only enough for third place. But he wasn't finished yet. Northrup had another weapon available to him: his 750cc "Hondasaki" triple. He had run the second-fastest time of the night at the previous climb, and he felt he could win it all with that machine.

And he did just that.

On his first-round ride in the 750cc class, he shot the potent triple out of the hole and over the first breaker, kept the throttle on, landed straight and launched again off the second breaker - flying over the top in a heart-stopping 2.522 seconds. That set the 750cc-class marker and a new hill record.

Fortner didn't give up, however - far from it. On his second run in the 600cc class, he hit the hill wide open and blasted over the top with a sizzling 2.580-second time - fast enough for the class win, but short of Northrup's time for the fast-time trophy. Scroggins and Northrup finished second and third, with Roger Ridden and Kelly Brady rounding out the top five in the 600cc class.

Results

50 AUTO: 1. Blake Cappello (Lem); 2. Dylan Brady (Suz).
85 YTH: 1. Jacob Tackitt (Yam); 2. Donnie Barber III (Kaw); 3. Nick Mayo (Hon); 4. Damon Mayo (Kaw); 5. Randy Williams (Kaw).
200: 1. Scott Sheets (Kaw); 2. Mark Goodman Jr. (Kaw); 3. Kevin Ryan (Kaw); 4. Richard Serbott (Kaw); 5. Becca Williams (Kaw).
250: 1. Kevin Cappello (Kaw); 2. Mark Goodman Jr. (Kaw); 3. Andy Fortner (Suz); 4. Don Barber Jr. (Suz).
400: 1. Steve Shafer (Yam); 2. Jason Northrup (Yam).
600: 1. Andy Fortner (Hon); 2. John Scroggins (Hon); 3. Jason Northrup (Hon); 4. Roger Ridden (Hon); 5. Kelly Brady (Hon).
750: 1. Jason Northrup (Kaw); 2. Andy Fortner (Kaw); 3. John Hillard (Kaw); 4. Jim Redpath (Yam).
OPEN: 1. Bob Fisher (H-D); 2. Roger Riddell (Kaw); 3. Steve Shafer (H-D); 4. Charlie Casey (Yam); 5. Jerrod Lindquist (Kaw).
SR: 1. Kevin Weaver (Hon); 2. Gayle Jenkins (Hon); 3. Tom Rollins (Hon); 4. Roger Riddell (Kaw); 5. Bob Glenn (KTM).
PROD: 1. Steve Shafer (H-D); 2. Bob Fisher (H-D).
STK: 1. Mark Goodman Jr. (Hon); 2. Jason Northrup (Yam); 3. Dale McPherson (Hon); 4. Jon Monroe (Kaw).

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Danny Ornelas Benefit rocks Club Moto

By John Silva

LIVERMORE, CA, SEPT. 12

Club Moto Racepark was buzzing with activity as riders and fans gathered to "Rock & Ride" to help injured motocross racer Danny Ornelas and his family. Ornelas suffered paralyzing injuries in a fall at this year's Hangtown race, putting an end to his promising racing career. Ornelas was on hand for the event, letting people know of his appreciation for their help.

The day began with a special City Bike magazine-sponsored practice session exclusively for beginners, minibike racers and dual-sport riders, with more advanced racers riding in later sessions.

The pit area was also the scene of much excitement, as Live 105 FM disc jockeys kept the music blasting. Fairway and Big Sky Mind took to a stage set up in the middle of the park's new Motorcycle Speedway track, and profits from products sold were given to the Danny Ornelas Special Needs Fund.

Speaking of generosity, Yamaha of San Jose donated a brand-new Yamaha PW50 to be raffled off, with tickets being sold for a donation of \$10. The following day, during the Trans-Cal National MX, tickets were also sold right up to the moment of the drawing. The winning ticket was held by Diana Cervantes of Sacramento, California, who told the cheering crowd she had a couple of youngsters who would make good use of the new PW. Naturally, all the proceeds from the motorcycle raffle went to help the Ornelas family.

Morris goes multiple at Silver State Motorcross

By Dick Goodwin

PAHRUMP, NV, SEPT. 20

Pahrump's Silver State Supercross Park journeyed back to the crucible of motocross creation as it celebrated the Harvest Festival with three motos - just the way it used to be. And it was definitely "Morris-made," as Carl Morris and Chuck Morris went three for three in their respective classes.

Pee Wee star Carl Morris dialed the start of moto one, just ahead of Kevin Kellett and Daniel Chapman. Kyle Lewis made a cool move to third at the tabletop, but he went down a few turns later. Morris, the "Action Ace," pulled out a big lead and went on to an easy win, while Chapman held a solid second over Kellett.

Kellett cranked out the holeshot to start the middle moto, towing Morris, Chapman and Josh Stumbo in his wake. Morris quickly pulled up on Kellett and it was pass-and-repass over the finish-line tabletop and the next half-lap - until Morris was able to pull away through the whoops. Morris motored on until he hit the hair-pin turn after the mountain - then he high-sided to fourth place. Kellett took over and led Lewis and Stumbo around the course for the next few laps. Morris scratched and clawed his way around his competitors until he was hounding the leader on the last lap. Morris was able to make the pass and nip Kellett for the win in moto two. Action's Kyle Lewis managed to hold off KTM's Josh Stumbo for third.

Stumbo whistled around the sweeper ahead of Kellett and Chapman in moto three. The man on the move, however, was Morris, and he eventually made all the right moves to take the win-making it three for three on the day.

Not to be outdone, the other Morris (Chuck) ripped off triple moto wins in the 250cc Novice class.

Results

P/W (4-6): 1. Rikki Mittweide (Lem); 2. Jake Stumbo (KTM); 3. Megan McNelly (Yam); 4. Kyle Mao (Lem).

P/W (7-8): 1. Carl Morris (Act); 2. Kevin Kellett (KTM); 3. Daniel Chapman (Lem); 4. Kyle Lewis (Act); 5. Josh Stumbo (KTM).

80 BEG: 1. Jeff Page (Kaw); 2. Scott Taack (Hon); 3. Kyle Ames (Hon); 4. Donnie Hoover (Kaw); 5. Erik Hodges (Suz).

S/MINI: 1. Robby Woods (Hon); 2. Tony Westbay (Kaw); 3. Kenny Brumley (Kaw).

125 BEG: 1. Josh Fanning (Hon); 2. Cole Penny (Yam); 3. Erick Antin (Kaw); 4. Josh Winegar (Suz); 5. Brandon Amato (Suz).

125 NOV: 1. Robby Woods (Hon); 2. Joseph Page (Kaw); 3. Josh Lavietes (Yam); 4. David Munoz (Hon); 5. Jason O'Conner (Hon).

125 INT: 1. Mark Hermann (Kaw).

250 NOV: 1. Chuck Morris (Kaw); 2. Mel Westwood (Yam); 3. Eddie DeMeo (Kaw); 4. Trevor Peterson (Kaw); 5. Art Anderson (Kaw).

VET (30+): 1. Matt Hermann.

Green Acres MX is the place to be for Agler

By Scooter Bell

MARION, KS, SEPT. 20

Cody Agler took the win in the Pee Wee class at the sixth and final round of the Kansas Motocross Series, held at Green Acres.

Agler took the lead in the first turn and never looked back in the first moto while Gabe Moore and Jamie Siever battled for second. Agler stayed out front as Moore kept Siever at bay. Kimber Hardey, Jacob Haas and Austin Russell held off the rest of the 14-rider field for fourth, fifth and sixth, respectively. At the finish it was Agler over Moore and Siever.

In the second moto, Agler again took the lead out of turn one. Siever was second, ahead of Moore, Hardey and Jacob Haas. At the midway point of the moto, Agler fell down, allowing Siever to pass for the lead. Moore and Hardey were able to chase after Agler for the second spot, but Agler held them off. Siever grabbed the second-moto win and ended up with a 3-1 moto tally - not enough to prevent Agler and his 1-2 moto finishes from taking the overall win. Moore finished with a 2-3 tally for third while Hardey ended up fourth, with Haas fifth and Nordstedt sixth.

In the 125cc Novice class, Sheldon Herrman won both motos with some pressure from Joshua Henning and Jeff Walter.

Results

P/W: 1. Cody Agler (Cob); 2. Jamie Siever (Cob); 3. Gabe Moore (Lem); 4. Kimber Hardey (KTM); 5. Jacob Haas (Act).

60: 1. Todd Webb (Kaw); 2. Gavin Moore (Kaw); 3. Alex Agler (Kaw); 4. Jamie Siever (Kaw); 5. Robert Spears (Kaw).

80 (7-11): 1. Dusty Herring Jr. (Yam); 2. Todd Webb (Yam); 3. Blake Dunn (Suz); 4. Andy Williams (Yam); 5. Trevor Smith (Kaw).

80 (10-15): 1. Ryan Nett (Yam); 2. Kyle Smith (Kaw); 3. Chris Hoover (Hon); 4. Jamie Brown (Yam); 5. Jeremy Lagree (Kaw).

SCHBY: 1. Derrick Conner (KTM); 2. Jeff Walter (Kaw); 3. Brett Mackey (Yam); 4. Jonathan Pierce (Suz); 5. Zach Taylor (Suz).

80 (7-11): 1. Dusty Herring Jr. (Yam); 2. Todd Webb (Yam); 3. Blake Dunn (Suz); 4. Andy Williams (Yam); 5. Trevor Smith (Kaw).

80 (10-15): 1. Ryan Nett (Yam); 2. Kyle Smith (Kaw); 3. Chris Hoover (Hon); 4. Jamie Brown (Yam); 5. Jeremy Lagree (Kaw).

80 OUTLAW: 1. Dusty Herring Jr. (Yam); 2. Ryan Nett (Yam); 3. Michael Irwin (Hon).

WMN: 1. Dawn Shockey (Kaw); 2. Jessica Spears (Yam).

125 A: 1. Matt Smith (Kaw); 2. Marc Gifford (Yam); 3. Dennis Burnett (Hon).

125 B: 1. Ryan Dirks (Yam).

125 C: 1. Sheldon Herrman (Suz); 2. Joshua Henning (Hon); 3. Jeff Walter (Kaw); 4. Rusty Karst (Suz); 5. Todd Dicke (Suz).

250 A: 1. Matt Smith (Kaw); 2. Brandon Lacey (Yam); 3. Marc Gifford (Yam).

250 B: 1. Derrick Creech (Yam); 2. Carl Keough (Yam).

250 C: 1. Frank Sell (Kaw); 2. Daryl Walter (Kaw); 3. Scott Karst (Hon); 4. Todd Dicke (Kaw); 5. Brian Funk (Yam).

VET 30 B: 1. Galen Burton (Hon); 2. Jim Lyne (Yam); 3. Russell Hinkley (Kaw); 4. Greg Gilman (Yam).

VET 40: 1. Rob Lamberte (Suz); 2. Daryl Walter (Kaw); 3. Rick Beckman (Yam); 4. Jim Pratt (Hon); 5. Marlin Hirschmann (KTM).

VET 50: 1. Michael Morland (Yam); 2. Tom Hunt (Hon); 3. Gary Johnson (KTM).

VINT: 1. James Higgins (Yam).

OPEN OUTLAW: 1. Ryan Dirks (Yam); 2. Sheldon Herrman (Suz); 3. Carl Keough (Yam).

POST-VINT +5: 1. Jason Holm (Hon); 2. Jonas Hecker (Hon); 3. Justin Anderson (Kaw); 4. John Brisco (Kaw); 5. Jason Miller (Kaw).

POST-VINT +10: 1. Ron Schroeder (Kaw); 2. David Hastings (Yam); 3. Bill Sma (Suz); 4. Rick Bachman (Yam).

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Little Jory Morris ended up winning the 50cc class during TT racing action at Merango, Wisconsin.

Morris masters Merango TT

By Tim McBride

MERANGO, WI, SEPT. 12

Jory Morris sailed to victory in the 50cc Mini class when the newly founded North Central Dirt Track Association worked in conjunction with the Ashland County Fair board and a host of contributors to bring AMA District 23 dirt track racing to Northern Wisconsin.

After winning the preliminary 50cc Mini heat race, Morris lined up for the main event and performed a repeat flag-to-flag run to the checkers via some broad-sliding antics that surely tickled the spectators. Nick Mataya and Natasha Waschek finished second and third, respectively, followed by local favorites Wade Clark and Bridgette Penny.

Future dirt track superstars Jacob Mataya and Josh Koch have traded victories throughout the 1998 season, but it was Trackstar Motorsports' Mataya carding the win today. Mataya quickly came to terms with the tight and slippery infield section, where he outdistanced his friendly racing rival Koch during his dash to the checkers. Another local racer, Dylan Vandenhoeck, finished an impressive third ahead of District 23 regular Jeremy Anderson. Justin Backlund finished fifth.

Troy Johnson wasn't intimidated by the slippery racing conditions, either, as he raced to victory in the 125 and 500cc classes. Johnson scored the win in the 125cc final just ahead of 250cc event winner Willie Broten, Shawn Burr and the rest of the talent-laden field.

The 500cc class provided the most drama, however. Johnson took the lead at the start and was heavily pressured by Burr. But on lap two, Burr crashed at the exit to the front straight, allowing Johnson plenty of breathing room for his run to the checkers. Troy Solnitsky finished second. After his miscue, Burr scrambled back to his feet and restarted his bike well behind the field. Amazingly, he managed to claw his way through the pack during the remaining four laps to finish a remarkable third. Travis Henrichs and Koch rounded out the top five.

Results

NOV: 1. Dan Zawistowski; 2. Jeff Oliphant; 3. Jeff Hannen; 4. Shawn Burr; 5. Steve Moore.
OPEN AM: 1. Bob Boyd; 2. Ken Uekert; 3. Willie Broten; 4. John Florio; 5. Eric Berg.
OPEN PRO: 1. Marcus Bauer; 2. Verdeen Langland; 3. Eric Brouhard; 4. Kurt Boehlke.
30+: 1. Bob Boyd; 2. Ken Uekert; 3. Mike Ledin; 4. Tim Gregory; 5. John Florio.
40+: 1. Paul Koch; 2. Bob Herman; 3. Tim McBride; 4. Ron Leeman; 5. Lloyd Turner.
50+: 1. Marvin Cleppe; 2. Frank Radloff.
MX KNBY: 1. Dave Zamistowski; 2. Brett Walrath; 3. Jeff Hammin.
VINT SGL: 1. Paul Koch; 2. Randy Thistle; 3. Richard Waschek; 4. Bob Herman; 5. Eric Berg.
VINT TW: 1. Ron Leeman; 2. Frank Radloff; 3. Roger Hiltunen.
50 MINI: 1. Jory Morris; 2. Nick Mataya; 3. Natasha Waschek; 4. Wade Clark; 5. Bridget Penny.
60: 1. Jacob Mataya; 2. Josh Koch; 3. Dylan Vandenhoeck; 4. Jeremy Anderson; 5. Justin Backlund.
80: 1. Troy Johnson; 2. Troy Solnitsky; 3. Shawn Burr; 4. Travis Henrichs; 5. Josh Koch.
125: 1. Troy Johnson; 2. Willie Broten; 3. Shawn Burr; 4. Jeff Oliphant; 5. Adam Henrichs.
250 AM: 1. Willie Broten; 2. Ken Uekert; 3. Adam Henrichs; 4. Troy Johnson; 5. Jon Backlund.

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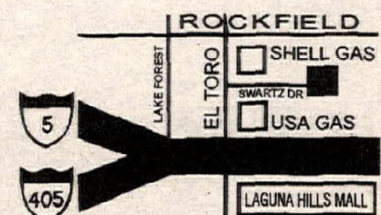
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Sweat sweeps Field of Dreams MX

By Chad Davis

BOSWELL, PA, SEPT. 27

Joshua Sweat dominated the competition in the 250cc A class during the fourth round of the District 5 State Championship, held at Field of Dreams.

The track couldn't have been better as the first 250cc A moto blasted off the line with Chad Sanner holding the early lead over Vincent Karnow and Sweat. Shane Shipley and Mitch Ward filled out the top five as the pack made its way around the first corner. Through the S-turns, Sweat pulled up behind Karnow, made his move across the small set of doubles and closed the door by taking the inside line. Continuing his charge, Sweat started to close on Sanner, who by this point had opened up a small lead. It was on the second lap that Sweat made his move. Coming up the big step-up jump in the back corner of the track, Sweat pulled beside Sanner and then outjumped him to take over the lead. A little further back in the pack, Ryan Gates and Gaylon Dickson started making a run for the front, with Dickson leading Gates as they moved from around seventh to fourth and fifth. Shortly thereafter, Gates passed Dickson to take over fourth.

Davey Yezek, meanwhile, was moving up after a slow start and was in sixth behind Dickson, but he was starting to make a move. By the white flag, Yezek had taken over fifth.

Sweat ended up crossing the line with a 12-second lead over Sanner and Karnow.

The second moto started with Sweat taking the holeshot, with Sanner, Yezek, Karnow and Shipley close behind. Coming from behind early on was Gates, who moved from seventh up to fifth. Yezek managed to pass Sanner to move in behind Sweat. With the top five following at about the same distance, it was hard to notice that Karnow was actually running with a flat tire. What was even more impressive was the fact that he was able to continue to clear the big uphill and the infield double jump without a second thought. Karnow rode with the flat for three laps, holding down fourth over Gates.

At the checkers, it was Sweat with a four-second lead over Yezek, who was followed by Sanner, Karnow and Gates.

The first moto of the 125cc B class saw Sean Croner leading the pack. He dropped back, however, allowing David Hill to motor past. Following Hill was Alan Bonano, Rick Salandro, Brian Patterson and Travis Pastrana. Pastrana was caught up in a first-corner pileup and was flying through the pack toward the front. By the third lap he was second and starting to carve away at Hill's 20-second lead. Patterson also moved past Salandro and started to work on Bonano for third place.

Up front, Pastrana had closed the gap to nine seconds by the white flag. With lap times that were a mere second off those turned in by A-class winner Sweat, Pastrana was definitely flying. Much to his chagrin, he ended up a bike length behind Hill as the two crested the finish-line jump. This left Patterson third, followed by Bonano and Salandro.

Results

80 (7-11): 1. D.C. Clark (Suz); 2. Broc Hepler (Suz); 3. Joshua Campbell (Kaw); 4. Robert Rees (Suz); 5. Michael McDade (Suz).
80 (12-13): 1. Gene Stull (Suz); 2. Troy Gould (Suz); 3. Jason Crisp (Yam); 4. James Singer (Suz); 5. Adam Jones (Yam).

85 (14-15): 1. Robert Shuckhart (Kaw); 2. Brandon Bradley (Kaw); 3. Adam Musgrove (Kaw); 4. Matthew Certo (Yam); 5. Richard Wyne (Kaw).

S/MINI: 1. Gene Stull (Suz); 2. Robert Shuckhart (Kaw); 3. Mark Yaskanich (Kaw); 4. Chris Manning (Suz); 5. Jason Crisp (Yam).

SCHBY: 1. David Hill (Kaw); 2. Erik Hanlin (Suz); 3. Ryan Holliday (Suz); 4. Matthew Kazar (Yam); 5. Robert Hills (Suz).

125 A: 1. Joshua Sweat (Suz); 2. Davey Yezek (Suz); 3. Vincent Karnow (Suz); 4. Chad Sanner (Kaw); 5. Steven Onisko (Yam).

125 B: 1. Travis Pastrana (Suz); 2. David Hill (Kaw); 3. Brian Patterson (Suz); 4. Alan Bonano (Yam); 5. Bryan Holliday (Suz).

125 C: 1. Jason Berger (Yam); 2. Clay Campbell (Kaw); 3. Aaron Berry (Suz); 4. Robert Armstrong (Suz); 5. Albert Sebeck (Suz).

250 A: 1. Joshua Sweat (Suz); 2. Chad Sanner (Kaw); 3. Davey Yezek (Suz); 4. Vincent Karnow (Suz); 5. Ryan Gates (Kaw).

250 B: 1. Walter Mahoney (Kaw); 2. Kenneth Kearns (Suz); 3. Justin Paris (Suz); 4. Brad Snyder (Suz); 5. Mark Bosnic (Kaw).

250 C: 1. Jeff Ford (Suz); 2. Clay Campbell (Kaw); 3. Denny Stilwell (Yam); 4. Craig Turnbaugh (Hon); 5. Jesse Calvert (Kaw).

25+ : 1. Gaylon Dickson (Kaw); 2. Shane Shipley (Yam); 3. Ross Bartlett (Kaw); 4. Todd Streit (Suz); 5. Ed Kubie (Hon).

VET A: 1. Gaylon Dickson (Kaw); 2. Todd Streit (Suz); 3. James Knisley (Kaw); 4. Chris Durham (Yam); 5. Joe Oldham (Hon).

VET B: 1. Eddie Karban (Kaw); 2. Louis Ali (Suz); 3. Joe Car-tia (Suz); 4. Richard Brown (Kaw); 5. Norman Lamacz (Kaw).

40+ : 1. Jack Mills (Yam); 2. Henry Hauenstein (Kaw); 3. Tim Booth (Hon); 4. Rick Tatano (Suz); 5. Joe Carlin (Suz).



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CALENDAR

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World C'ship Road Race Series

10/18 Nelson Piquet, Brazil, Rnd 14
10/25 Buenos Aires, Argentina, Rnd 15

AMA National

Hare Scrambles Series

10/18 Tulsa, OK, Rnd 9

AMA National

Hare and Hound Series

10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA Grand National

Cross Country Series

10/24-25 Crawfordville, IN
Info: 304/284-0084

AMA Prostar

National Drag Racing Series

11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West

Drag Racing Series

10/17-18 Phoenix, AZ, Rnd 4
Info: 256/852-1101

AMA U.S. Eastern MX Fall Series

10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship

Hare Scrambles Series

11/8 Rathmann, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States

Mega Series

10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series

10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone

Sheltowee Series

10/25 London, KY
Info: 606/877-1364

AMA Eastern

Four-Stroke National

10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 14 Vintage MX

State Championship Series

10/18 Buchanan, MI
Info: 248/305-8783

AMA/District 36 Vintage Dirt

Track Championship Series

10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36

Amateur/Youth Dirt Track

Championship Series

10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36

Championship Enduro Series

10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 27

Dirt Track Series

10/17 Elma, WA
11/27 Elma, WA
Info: 253/845-8166

AMA/District 34 Family

Motocross Series

10/18 Walkill, NY
10/25 Modena, NY
11/1 Modena, NY
Info: 518/828-6149

AMA/District 36

Family Enduro Series

11/22 Stonyford, CA, Rnd 5
Info: 408/281-3805

AMA/District 37

Dual Sport Ride Series

10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
1/16-17 Ridgecrest, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin

Ford California Dual Sport Series

10/24-25 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series

10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38

Fiat Track Series

10/18 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA GFTL Semi-Pro

Dirt Track Series

10/24-25 McRae, GA, Rnd 10
11/21 TBA
Info: 770/962-7888 or 770/339-3997

AMA Mid-South Championship

Winter Hare Scrambles Series

10/25 Lawrenceburg, TN
11/8 Lynnville, IN
11/21 Hohenwald, TN
12/6 Fordsville, KY
12/13 Jonesboro, IL
1/10 Maplesville, AL
2/7 New Johnsonville, TN
2/21 Van Leer, TN
3/14 Cadiz, KY
3/28 Charlotte, TN
Info: 615/859-0873

Checked Flag Dirt Track

Series

11/7 Wrens, GA
Info: 770/962-7888 or 770/339-3997

Checked Flag Winter

Arenacross Series

12/5-6 Ardmore, OK
1/8-10 Salt Lake City, UT
1/15-17 Wichita Falls, TX
1/22-23 Cape Girardeau, MO
1/29-30 Kearney, NE
2/5-6 Tupelo, MS
2/12-13 Casper, WY
2/19-21 Pasco, WA
2/26-27 Waco, TX
3/5-6 Hobbs, NM
3/12-13 Prineville, OR
Info: 940/683-4742

AHRMA Speed & Sport

Vintage Motocross Series

10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA Speed & Sport

Vintage Trials Series

10/17 Hollister, CA
11/28 Frank Raines Park, CA
Info: 715/842-9699

AHRMA Midwest

Regional MX Series

10/24 Casey, IL
Info: 920/684-4331

AHRMA/EI Dorado Cycle

Midwest Trials Series

10/25 Park Hills, MO
Info: 417/859-4158

AHRMA Northwest

Regional MX Series

10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA H&H KTM

Southeast GP Series

10/25 Lookout Mountain, GA
Info: 770/986-3213

AHRMA Southeast Dixie Series

11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southwest

Regional MX Series

11/8 Tulare, CA
11/22 Peoria, AZ
Info: 909/929-6772

AHRMA/Western Regional

Dirt Track Series

10/24 Tulare, CA
10/25 Tulare, CA
Info: 818/992-5343

PJ1 National Arenacross Series

11/6-8 Des Moines, IA
11/13-15 Worcester, MA
11/20-22 Jacksonville, FL
11/27-29 Perry, GA
12/4-6 Rockford, IL
1/1-3 Fort Worth, TX
1/8-10 Grand Rapids, MI
1/15-17 Hampton, VA
1/22-24 Baltimore, MD

1/29-31 Niagara Falls, NY

2/5-7 Winston-Salem, NC

2/12-14 Guthrie, OK

2/19-21 Denver, CO

2/26-28 Sacramento, CA

3/5-7 Portland, OR

3/19-21 San Jose, CA

3/26-28 Salt Lake City, UT

Info: 630/566-6100

SERA Enduro Series

11/1 Maplesville, AL

Info: 205/980-5191

SERA Hare Scrambles Series

10/18 Wiggins, MS

11/15 Laurel, MS

12/6 Maplesville, AL

1/3 Saucier, MS

1/10 Maplesville, AL

2/7 Birmingham, AL

Info: 504/665-0313

CCS/Championship Cup

Road Racing Series

Florida Region

12/5-6 Homestead, FL

Southwest Region

11/28-29 Chandler, AZ

California Region

11/14-15 Buttonwillow, CA

12/5-6 Buttonwillow, CA

CCS Race of Champions

10/28-11/1 Daytona Beach, FL

Info: 828/684-4297

North American Sport Bike

10/20-25 Daytona Beach, FL

Info: 828/684-4297

WERA National

Endurance Series

10/16 Braselton, GA

Info: 770/924-8404 or www.wera.com

WERA National Challenge Series

10/14-18 Braselton, GA

Info: 770/924-8404 or www.wera.com

WERA Vintage Series

10/14-18 Braselton, GA*

* Double point event

Info: 407/831-4331 or

www.weravintage.com

ECEA C'ship Enduro Series

10/25 Delaware City, DE

11/1 Rawlins, MD

Info: 717/865-0601

ECEA Championship

Hare Scrambles Series

10/18 Mauricetown, NJ

11/8 Warren Grove, NJ

Info: 717/865-0601

ECEA Dual Sport Series

10/18 New Philadelphia, PA

11/15 Greenbank, NJ

Info: 717/865-0601

Over The Hill Gang

National Series

10/17-18 Hungry Valley, CA

Info: 562/864-6875 or 714/680-8643

Alabama State Championship

Motocross Series

10/17 Ironman, AL

Info: 205/681-8317 or 205/663-0963 or

205/561-3495

Tennessee State Fairgrounds

MX Championship Series

10/17 Jackson, TN

10/24 Paris, TN

Info: 901/642-0511

Tennessee Fall Motocross

Championship Series

10/24-25 Hohenwald, TN

Info: 931/796-2298

New England State

Motocross Championships

10/18 Middleboro, MA

10/25 Southwick, MA

11/1 Middleboro, MA

Info: 617/982-4307

Moriarty Motocross

Series Championships

10/17 Moriarty, NM

10/18 Moriarty, NM

Info: 505/888-7312

MARS Motorcycle

Asphalt Racing Series

10/17 Hampton, VA

Info: 803/626-7959

New England

Trials Association

10/18 Chepachet, RI

Info: 508/429-7675 or 401/334-4820 or

www.tiac.net/users/danwilms

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(NO Points)
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10:45 Vet Nov/Beg
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200's (All)
District Mini's (All)
1:15 250 & Open (All)
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CALENDAR

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NETRA Championship Enduro Series

10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Turkey Run Series

10/25 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series

11/7 Winchendon, MA
Info: 860/875-5757

Moose Midwest Enduro Series

10/25 Springfield Corners, WI
Info: 319/582-4864

IERA Enduro Series

11/1 Morrison, IL
Info: 515/933-4872

IERA Hare Scrambles Series

10/18 River Valley, IA
Info: 402/451-5244

MRA Ironman GP Series

10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Southeastern Trials Riders Association Championship Series

10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series

11/14 TBA
Info: 937/299-1501

Mid-East Hare Scrambles Series

10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

La Playa MX Grand Prix Series

12/6 Rosarito, Baja California
Info: 011/52-661-22525

Rocky Mountain Enduro Circuit

11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series

10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series

10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma Cross Country Series

11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series

10/17-18 Willow Springs, CA
Info: 916/339-1778

Missouri Hare Scrambles Championship Series

10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing

Dirt Track Series

10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

CMRRA 50cc/125cc Championship Road Race Series

10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series

10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRR Road Racing Series

10/31-11/1 Sacramento, CA
Info: 916/722-5517

CMC Sunstar Trans-Cal Motocross Nationals

Final Showdown
10/24-25 Marysville, CA
Info: 949/367-1141 or SPCMCX@aol.com

GFI Fall Motocross Series

10/25 San Jacinto, CA, Rnd 4
Info: 909/653-4042

GFI Elsinore GP

11/7 Elsinore, CA
11/8 Elsinore, CA
Info: 909/653-4042

GFI Fall Series North

10/18 Turlock, CA
Info: 209/656-9682

KORR Hare Scrambles Championship Series

11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series

11/1 Surry, VA
Info: 757/255-4620

KORR Motocross Championship Series

10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

MRAN Desert Series

10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series

12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.btd.com

USRA Desert Series

11/14 Knolls, UT

USRA & ZMA Motocross Series

11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

Georgia Championship Series

10/25 Bremen, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series

10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California

Rough Scrambles Series

10/25 Madera, CA
11/1 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

West Coast Stadiacross Series

10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Nebraska Cornhusker Motocross Circuit

10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

Florida Gold Cup Series

10/18 SunState Raceway, FL
10/25 Gainesville, FL
Info: 904/935-6872

Florida Winter Am Series

1/2-3 Gainesville, FL
1/10 Ocala, FL
1/17 Bradenton, FL
1/24 Reddick, FL
1/31 Dade City, FL
Info: 904/935-6872

OCTOBER						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

* Denotes Pro Payback

Oct 16-17

* CALIFORNIA INDOOR MOTOCROSS - On Trac Events, CMC, San Diego Sports Arena, San Diego. Info: 702/267-4392.

Oct 16-18

* TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Suzuki Top Gun Showdown, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Fri, Oct 16

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 17-18

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 10, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Southern California National, Hungry Valley MX Park, Hungry Valley. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - AHRMA, Vintage National Motocross, AMA, Santa Clara Riders Unlimited, Hollister Hills, SVRA, Hollister. Info: 831/663-1014 or 408/264-6610.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

NEVADA DUAL SPORT RIDE - AMA National, District 37, Tour 'N' Trail, Rancho Mesquite Casino/Holiday Inn, Mesquite. Info: 818/890-2209.

NEW MEXICO MOTOCROSS - NMCC and AMA, Motocross at Moriarty. Info: 505/888-7312.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, AMA, Greenville MX Park, Greenville. Info: 903/450-0017.

WEST VIRGINIA HILLCLIMB - Jacks Run Hillclimb Club, Season C'ship, Ripley. Info: 304/372-2269.

Sat, Oct 17

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event 6, Series Final. Info: 888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, Barona Speedway, San Diego. Info: 619/427-0979.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, AMA, Districts 37 & 38, Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - CMA, Little Okie, Night Race, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Carlsbad Raceway, CMXR, Carlsbad. Info: 714/996-8327.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - Night Motocross, West Florida Motocross Park, Milton. Info: 850/623-6038.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - Malvern Motocross Park, Rider Appreciation Night. Info: 330/262-4945.

* TENNESSEE STADIUM MOTOCROSS - KTMXA, Paris Dirt Trackers Inc., Rnd 6, 8th annual Tennessee State Fairgrounds MX Championship Series, Jackson/Madison County Fairgrounds, Jackson. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

* VIRGINIA ASPHALT HALF MILE - AMA, MARS Langley Speedway, March of Dimes, Hampton. Info: 843/626-9455 or 757/865-1100.



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What's happening? Cycle News Calendar.



(209) 673-8080

Sat., Oct. 17 Little Okie - Madera, CA
Sat., Oct. 24 Little Okie - Madera, CA
Sun., Nov. 8 Hanford, CA

Wed. Night Practices - Little Okie, Madera 5-9 pm



(909) 653-4042

RACING A Rider for the Riders
Southern Region
Fri., Oct. 16 Friday Night Practice (5PM - 10PM) Perris
Sat., Oct. 17 Saturday Practice (8AM - 1PM) Perris
Fri., Oct. 23 Friday Night Practice (5PM - 10PM) Perris
Sun., Oct. 25 GFI Fall Series Round 4 Competition Park
Goat, Kawasaki, and Suzuki Contingency
GFI Elsinore Grand Prix November 7th & 8th

CMC Racing - 714/367-1141

CMC Sunstar Trans-Cal Motocross Nationals

Final: Oct. 24-25 Riverfront Park, Marysville, CA

Info: (949) 367-1141 or e-mail SPCMCX@aol.com
"Race with the Best"



(209) 656-9682

A Rider for the Riders
Northern Region
Sun., Oct. 18 Oatfield Race Way, Turlock, CA
Sun., Nov. 1 Oatfield Race Way, Turlock, CA
Sun., Nov. 8 Hollister Hills GP Track, Hollister, CA
Sun., Nov. 15 Carnegie Cycle Park, Livermore, CA
Saturday Practice prior to all events from 8am till 2pm



GNC Top Texan Series

October 18

November 1 • November 15

Mosier Valley USA - Arlington, TX

Call: 214-351-9900

www.gncmx.com

Suz • Yam • Kaw • Factory Contingencies

MOTOCROSS



HUNGRY VALLEY SVRA

MOTOCROSS PRACTICE

Every Thursday - 1:00pm - Dusk

Every Saturday - 9:00am - 2:00pm

Every Sunday thru the summer - 9:00am - 2:00pm

805-294-0020 WWW.reset-inc.com/sscmx

MOTOCROSS RACING ASSOCIATION

Racing Every Friday, Saturday & Sunday

Open Riding Every Wednesday at Milan & some Sundays at Delta

Ironman GP Series - 1 hour races

www.racemra.com

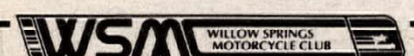
Call 734-241-1600

for 1998 Racing Schedule



REGIONAL & NATIONAL
SANCTIONS-LICENSE
INFORMATION
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(909) 657-6782
P.O. Box 46
NORWALK, CA 90650

National Motorsport Association



Motorcycle Road Racing on "The Fastest Track in the West"

Motorcycle Road Racing

3rd Sunday every month

Next Event - October 17 & 18

INFO (805) 256-1234

http://members.aol.com/racewsmc

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Elma. Info: 425/745-4010.

Sun, Oct 18

* ARIZONA MOTOCROSS - AMX Grand Canyon State Championships, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* ARKANSAS HARE SCRAMBLES - AHSC Series, Dirt Bike Mike Promotions, Lost Creek Park, Amity. Info: 870/342-5373 or www.harescrambles.com.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA GRAND PRIX - CRC, Gremlin GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association Inc., Temecula Speedway, Temecula. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - MSR/Yamaha of Modesto GFI Fall Series, Rnd 5, Outfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA ENDURO - AMA, District 37, Training Wheels MC, Charlie's Place, Red Mountain. Info: 714/848-0918.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Del Mar. Info: 619/277-1591 or tritt@pacbell.net.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville. Info: 707/943-3029.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* COLORADO HARE SCRAMBLES - Valley Dirt Riders, Berthoud. Info: 303/477-5333 or 303/477-6979.

* GEORGIA HARE SCRAMBLES - AMA, SETRA, GMP Promotions, Aonia Pass MX, Washington. Info: 706/678-3737.

GEORGIA HARE SCRAMBLES - Donny Banks, Aonia Pass MX Park, Washington. Info: 912/425-5711.

* GEORGIA SUPERCROSS - Turner Promotions, Carnesville. Info: 706/886-5284.

INDIANA MOTOCROSS - Steeltown Motocross Park, Dash For Cash, Chrisney. Info: 888/957-RACE or 812/925-8850.

MARYLAND MOTOCROSS - AMA, District 7, Antietam Motorcycle Club, Semi-Pro, Amateur, Hagerstown. Info: 301/797-8686.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park, WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK ANTIQUE, CLASSIC SHOW - South Shore MC, SSMC Clubhouse, North Amityville. Info: 516/842-8662 or 516/797-8416 or www.ssmc.net.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - MRA, Final Points Battle, Sandusky Valley Riders MC, Tiffin. Info: 419/927-MOTO or www.racemra.com.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

* OHIO HARE SCRAMBLES - CRA, Proffer Promotions, Big Valley Raceway, East Palestine. Info: 330/538-2220.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., District 5 State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM916 or www.teampromotion.com.

PENNSYLVANIA TT SCRAMBLES - Semi-Pro, Youth, AMA, East Pennsylvania Piston Poppers MC Inc., Parkersburg. Info: 610/269-3661.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., AMA, District 6, Pine Grove. Info: 717/345-6340.

* TEXAS MOTOCROSS - GNC, Motocross/Top Texan Series, Rnd 2, Mosier Valley USA, Arlington. Info: 214/351-9900 or www.gncmx.com.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle MC, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

Oct 23-24

* GEORGIA ARENACROSS - AMA, Donny Banks Paradise Off-Road Park, Rnd 2, Central City Park, Macon. Info: 912/475-5711.

Oct 23-25

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

Fri, Oct 23

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* OHIO SHORT TRACK - Honda Hills, rain date race, Linnville. Info: 740/323-3766.

Oct 24-25

CALIFORNIA POKER RUN - High Desert Charities, Bureau of Land Management, Barstow. Info: 760/252-3093.

CALIFORNIA DUAL SPORT - AMA, District 36, ACT, Mendocino National Forest, Lake. Info: 650/948-9110.

CALIFORNIA DIRT TRACK - AHRMA, Dirt Track Series, Tulare Cycle Park, Tulare. Info: 209/685-0503.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Awards Day, Peery's Outdoor MX, Hohenwald. Info: 931/796-2298.

TENNESSEE OBSERVED TRIALS - AMA/STRA Championship, two-day modern competition, Motorcycle Vacation Resort, Sequatchie. Info: 423/942-8688.

Sat, Oct 24

CALIFORNIA MOTOCROSS - REM, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA FREE STYLE - LXD, Free Ride Motocross Championship, Orange County Fairgrounds, Costa Mesa. Info: 310/589-0733.

CALIFORNIA MOTOCROSS - CMA, Little Okie, Night Race, Madera. Info: 209/673-8080.

CALIFORNIA DUAL SPORT RIDE - AMA, District 36, Association of California Trailriders and Moto Sports, Mendocino Nat'l Forest, Lake Pillsbury, Upper Lake, Super 8 Motel. Info: 888/228-6397.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 246-5088.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - AMA, American Motorsports Inc., Vinton Motocross Park, McArthur. Info: 740/756-1267.

OREGON BANQUET - Old-Timers of Portland, 15th annual, Holiday Inn, Wilsonville, Portland. Info: 503/232-9253.

* TENNESSEE STADIUM MOTOCROSS - KTMX, Paris Dirt Trackers Inc., final round, 8th annual Tennessee State Fairgrounds Motocross Championship Series, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

* VIRGINIA SHORT TRACK - Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

Sun, Oct 25

ARIZONA MOTOCROSS - Grand Canyon State Series Suzuki Contingency, Speedworld, Wittman. Info: 520/639-0387.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Series, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Rnd 4, Competition Park, San Jacinto. Info: 909/653-4042.

CALIFORNIA DIRT TRACK - AHRMA, Western Regional Dirt Track Series, Tulare. Info: 818/992-5343.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 1, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA CYCLE SHOW AND SWAP MEET - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA HARE AND HOUND - AMA National Championship Hare and Hound, 100s MC, Johnson Valley. Info: 909/944-0577.

CALIFORNIA DUAL SPORT RIDE - AMA, District 36, Association of California Trailriders and Moto Sports, Mendocino Nat'l Forest, Stonyford, Upper Lake, Super 8 Motel. Info: 888/228-6397.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

FLORIDA ENDURO - Capital City Enduro, Tallahassee. Info: 850/539-5334.

GEORGIA FUN RUN - 1998 Tour de Grit, 16th annual Invitational, Suches. Info: 706/747-5151.

* GEORGIA MOTOCROSS - AMA, Georgia Championship Motocross Series Finale, Full Factory Contingencies, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

* GEORGIA SUPERCROSS - Turner Promotions, Carnesville. Info: 706/886-5284.

ILLINOIS HARE SCRAMBLES - AMA, Little Egypt Offroad MC, Jonesboro. Info: 618/252-2062.

INDIANA CROSS COUNTRY - Racer Productions Inc., Ironman, Crawfordsville. Info: 304/284-0084.

LOUISIANA MOTORCYCLE EXPO - The 10th annual Motorcycle Expo, Show, Swap Meet, Shreveport Convention Hall. Info: 972/216-5520.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MICHIGAN HARE SCRAMBLES - AMA, District 14, Morelands MC, Stanton. Info: 517/234-6631 or www.geocities.com/Baja/Canyon/4997.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, X-2, Grain Valley. Info: 816/331-6934.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEVADA MOTOCROSS - MX West, Nevada Old-Timers, Rnd 3, Fall Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jajaj@oasisol.com.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Double Fall Series, Elizabeth City Motocross Track, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

OHIO MOTOCROSS - Ironman Grand Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OKLAHOMA DIRT TRACK - Total Performance Racers, Tulsa Speedway, Tulsa. Info: 918/836-6999.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 16th annual Santich Cycles Group of Motocross, Clifford. Info: 717/222-9290.

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extreme motocross

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TOTAL PURSE FOR PRO 125cc & 250cc AT EACH EVENT

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All Classes and Quads

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Amateur Day-Sunday, Dec. 6
All Classes and Quads

PAYOUT FOR PRO CLASSES EACH NIGHT

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2nd-\$400	7th-\$125	12th-\$50
3rd-\$300	8th-\$100	13th-\$50
4th-\$250	9th-\$75	14th-\$50
5th-\$200	10th-\$50	15th-\$50

For Further Information and Registration Procedures Call:

(602) 833-1886

www.cyclenews.com

Competition Park Motocross

Open Practice:

8:00 AM - 6:00 PM (All Tracks)

Thursday, Friday,

Saturday, Sunday

Motocross / Int. Supercross / 60 & 80 / PeeWee
TRACK FULLY GROOMED EACH DAY!

(909) 654-2126 or (760) 633-1197

TULARE
CYCLE PARK
Tulare, CA Event Calendar

Sat., Oct. 17 MX Practice 7am - 12pm
Sat., Oct. 24 AHRMA Dirt Track Series
Sun., Oct. 25 AHRMA Dirt Track Series T.T.
(50 Lap Feature)
Sat., Oct. 31 MX Practice 7am - 12pm
All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

Glen Goodell
would like to thank his
sponsors for a great 1998 season!
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SATURDAY NIGHT RACING MAR-OCT

TWO TRACKS - MAIN & PEE WEE

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☆☆ OPEN RIDING PRACTICE ☆☆☆

TUES & THURS 4:30 - 9:30PM WED

SAT 9AM - 2PM MINIS ONLY

4:30 - 9:30PM

"CALIFORNIA'S HOTTEST NIGHT TRACK"

MORE INFO 909-943-4535 OTHER EVENTS IN ADDITION

909-657-8845 TO STARWEST SANCT BY

1998 California
CRC Race Schedule

100% PRO PAYBACK

Sunday	Oct. 18	CRC Gremlin GP	LACR
Sunday	Oct. 25	CRC Sponsorship Series	LACR
Sunday	Nov. 1	CRC Sponsorship Series	LACR
Sunday	Nov. 8	CRC Sponsorship Series	Edwards AFB
Sunday	Nov. 15	CRC Sponsorship Series - Wild Turkey GP	Glen Helen

Sat. Practice Oct. 3 to Dec. 12 - 9am to 2pm

CRC Info (805) 272-8889

www.netport.com/lacr-crc

GLEN HELEN
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www.GlenHelen.com
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RACE &
PRACTICE INFO
(909) 880-3090

Thurs., Oct. 15	MX Practice 8:00am till DUSK
Sat., Oct. 17	No MX Practice
Sat., Oct. 17	AMA California State MX Championship
Sun., Oct. 18	AMA California State MX Championship

AMA CALIF STATE MX CHAMPIONSHIP (Oct 17th & 18th)
WHITE BROTHERS WORLD VET CHAMPIONSHIP 10/31 & 11/1

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I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including multiple damages and civil penalties).

Racing on the Tube

October
Broadcasts

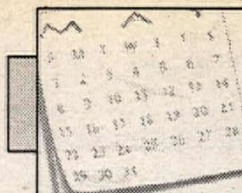
All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Date	Time	Event	Network
10/13/98	4:30 AM	MotoWorld (R)	ESPN2
10/13/98	7:00 PM	Bike Week-Steamboat Springs Vintage Days-Part 3	Speed
10/13/98	8:00 PM	World Ducati Weekend-Robert Carradine, host	Speed
10/15/98	6:30 PM	MotoWorld	ESPN2
10/16/98	6:30 PM	MW2 Rev It Up	ESPN2
10/17/98	5:00 AM	MotoWorld (R)	ESPN2
10/17/98	7:30 PM	American Thunder-Cruiser Show	Speed
10/18/98	5:00 PM	FIM World GP-Brazil (Same day delay)	Fox
10/18/98	10:00 PM	FIM World GP 500-Brazil (Same day delay)	Speed
10/20/98	7:00 PM	Bike Week-Internet Motorcycle Show-Part 1	Speed
10/20/98	8:00 PM	FIM World GP 250-Australia	Speed
10/20/98	9:00 PM	FIM World GP 125-Australia	Speed
10/20/98	10:00 PM	Formula USA MCTV-Recap-Part 1	Speed
10/21/98	3:30 AM	MotoWorld (R)	ESPN2
10/22/98	6:30 PM	MotoWorld	ESPN2
10/24/98	3:00 AM	MotoWorld (R)	ESPN2
10/24/98	5:00 AM	MW2 Rev It Up	ESPN2
10/25/98	5:00 PM	FIM World GP-Argentina (Same day delay)	Fox
10/25/98	10:00 PM	FIM World GP 500-Argentina (Same day delay)	Speed
10/27/98	7:00 PM	Bike Week-Internet Motorcycle Show-Part 2	Speed
10/27/98	10:00 PM	Formula USA MCTV-Recap-Part 2	Speed
10/28/98	3:30 AM	MotoWorld (R)	ESPN2
10/29/98	6:30 PM	MotoWorld	ESPN2
10/30/98	6:30 PM	MW2 Rev It Up	ESPN2
10/31/98	12:00 PM	MotoWorld (R)	ESPN2

AT= American Thunder

If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.



CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Lawrenceburg. Info: 615/859-0873 or msws.org.

TEXAS MOTOCROSS - Texas State Championship MX Series, Swan Cycle Park, Tyler. Info: 903/882-4215.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

Oct 30-Nov 1

CALIFORNIA JAMBOREE - CORVA Jamboree, Frank Rains Park, Stanislaus County. Info: 800/42-CORVA ext. 501.

Fri, Oct 30

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 31- Nov 1

CALIFORNIA DUAL SPORT - Team Dual Dogs, Riders of the Round Table Dual Sport Ride, Quail Valley Recreational Village, California Hot Springs. Info: 805/701-1913 or www.dualdogs.com.

* CALIFORNIA GRAND PRIX - District 37, Rnd 6 of Big 6 Grand Prix Series, Prospectors MC, Quail Canyon, Gorman. Info: 310/322-3612 or 562/421-0128.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Kernville 250/Motel 6, Ridgecrest. Info: 818/348-8381.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

* OHIO HARE SCRAMBLES - Action Sports Promotion, AMA, Championship of the World, Albany. Info: 740/594-6686.

* SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, AMA, Victory Sports Racing, Camp Coker MX, Society Hill. Info: 423/323-5497 or www.victory-sports.com.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, Semi-Pro, Swan MX, Tyler. Info: 903/882-4215 or 882-7791.

* WASHINGTON GRAND PRIX - Over The Bars Gang, Goldendale. Info: 509/773-4853 or merland@gorge.net.

Sat, Oct 31

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

GEORGIA MOTOCROSS - Monroe Off-road Ranch, Monroe. Info: 770/267-7978.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

Sun, Nov 1

ALABAMA ENDURO - Gobbler Getter Enduro, Mapplesville. Info: 334/872-0619.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 2, Oatfield Raceway, Turlock. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA HARE SCRAMBLES - 27th annual Lilliputian Hare Scrambles, AMA, District 36, Hare Cross Country Series, Dirt Diggers North MC Inc., Prairie City SVRA, Rancho Cordova. Info: 800/Hangtown or www.hangtownmx.com.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 1, Hardrock Cycle Park, Ocala. Info: 352/732-6697 or homepage.usr.com/h/hardrockcp/

* GEORGIA MOTOCROSS - AMA, Trans-MX Series, Rnd 11, GMP Promotions, Aonia Pass MX, Washington. Info: 706/678-3737.

* GEORGIA SUPERCROSS - Turner Promotions, Carnesville. Info: 706/886-5284.

KENTUCKY MOTOCROSS - Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, Extreme Park, Merwin. Info: 913/859-9318.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

NEW YORK HARE SCRAMBLES - AMA District 34, Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

OHIO MOTOCROSS - Ironman Grand Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., AMA, District 6, Pine Grove. Info: 717/345-6340 or 345-8734.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

* TEXAS MOTOCROSS - GNC, Motocross/Top Texan Series, Rnd 3, Mosier Valley USA, Arlington. Info: 214/351-9900 or www.gncmx.com.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

Nov 6-8

* FLORIDA ARENACROSS - Motomotionals Inc., Southeast Livestock Pavilion Covered Arena, Ocala. Info: 904/743-5111.

* WISCONSIN ULTRACROSS - PACE Motor Sports, PJI Ultracross Series, Dave County Arena, Madison. Info: 817/246-7400.

Nov 7-8

CALIFORNIA EURO SCRAMBLES - District 37, Fun Team Racing, Camp Rock Road, Lucerne. Info: 714/879-5529.

NEVADA GRAND PRIX - Jackrabbits MC, MRAN, Beatty. Info: 702/399-7352.

Sat, Nov 7

* ALABAMA MOTOCROSS - AMA, Alabama State Motocross Championship, Night Race, Kilpatrick Motocross, Albertville. Info: 256/561-3495.

CALIFORNIA MOTOCROSS - REM, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA SCRAMBLE - AHRMA Vintage Scramble, Tulare Cycle Park, Tulare. Info: 209/685-0503.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - Gulf Coast Motocross Championships, West Florida Motocross Park, Milton. Info: 850/623-6038.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 246-5088.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, Night Race, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, District 11, Dirt Country Raceway. Info: 513/625-7350 or 513/625-9987.

TEXAS MOTOCROSS - Rider of the Month Awards, Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

Sun, Nov 8

* ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Pinson. Info: 205/681-8317.

ARIZONA RIDE FOR KIDS - Phoenix International Raceway, Phoenix. Info: 800/253-6530.

ARIZONA MOTOCROSS - Grand Canyon State Series Suzuki Contingency, Verde Valley Motorplex, Cottonwood. Info: 520/639-0387.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Edwards AFB. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Glen Helen, San Bernardino. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Hungry Valley, SSC, Hungry Valley. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - AHRMA Vintage Motocross National, Tulare Cycle Park, Tulare. Info: 209/685-0503.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 2, Motocross of Marion County, Reddick. Info: 352/732-6697 or homepage.usr.com/h/hardrockcp/

GEORGIA MOTOCROSS - AMA Trans-MX Series, Paradise Off-Road Park, Macon. Info: 912/475-5711.

* GEORGIA SUPERCROSS - Turner Promotions, Carnesville. Info: 706/886-5284.

* INDIANA HARE SCRAMBLES - Mid-South Hare Scrambles Series, Lynnville City Park, Lynnville. Info: 615/859-0873 or msws.org.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND HARE SCRAMBLES - AMA, District 7, Antietam Motorcycle Club, Hagerstown. Info: 301/797-8686.

* NEVADA MOTOCROSS - MX West, Nevada Motocross Development, Rnd 4, Fall Series, Stead MX Track, Fernley. Info: 702/787-7269 or jaja@oasisol.com.

* NEW JERSEY HARE SCRAMBLES - AMA, ECEA, Motorcycle Competition Inc., On-Target Paintball Arena, Pemberton. Info: 609/758-8222.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

NORTH CAROLINA HARE SCRAMBLES - North Carolina Hare Scrambles Association, Daniels Ridge, Taylorsville. Info: 828/758-4342.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., AMA, District 6, Pine Grove. Info: 717/345-6340 or 345-8734.

TENNESSEE HARE SCRAMBLES - Volunteer Hare Scrambles, ByBee. Info: 423/623-6024.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Rathmann. Info: 409/732-9171.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - Side By Side Racing, US Eastern Fall Series, Lake Sugar Tree, Axton. Info: 336/342-3737 or 342-9027.

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motor Sports, Ripley. Info: 304/372-2269.

Nov 13-14

* CALIFORNIA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Cow Palace, San Francisco. Info: 702/267-4392.

* OHIO INDOOR MC AND QUAD RACES - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

Fri, Nov 13

* OHIO INDOOR RACES - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

Nov 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 11, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* OHIO INDOOR RACES - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, AMA, Village Creek Motocross Park Inc., Fort Worth. Info: 817/572-7713 or 483-5028.

Sat, Nov 14

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association Inc., Temecula Speedway, AMA, Districts 37 & 38. Info: 619/277-1591.

CALIFORNIA DUAL SPORT RIDE - AMA, District 36, Association of California Trailriders, El Dorado Nat'l Forest, Sopiago Springs, Jackson. Info: 888/228-6397.

* CALIFORNIA MOTOCROSS - CMC, Riverfront Park, Marysville. Info: 530/695-2727 or http://www.jpnet/motoc.

GEORGIA MOTOCROSS - Monroe Offroad Ranch, Monroe. Info: 770/267-7978.

Sun, Nov 15

ARIZONA MOTOCROSS - Grand Canyon State Series Suzuki Contingency, Speedworld, Wittman. Info: 520/639-0387.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association Inc., Temecula Speedway. Info: 619/277-1591.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, Wild Turkey GP, Glen Helen, San Bernardino. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 4, Carnegie Cycle Park, Livermore. Info: 209/656-9682.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Malcolm Smith Motorsports, Moreno Valley. Info: 909/687-1300.

CALIFORNIA ENDURO - AMA, District 36 and 37, Central Coast Motorcycle Association, Ballinger Canyon, Los Padres National Forest, Cuyama. Info: 805/462-9530.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* COLORADO HARE SCRAMBLES - Valley Dirt Riders, Berthoud. Info: 303/477-5333 or 303/477-6979.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District

8 State C'Ship Series, Rnd 3, Dade City Raceway, Dade City. Info: 352/732-6697 or homepage.usr.com/hardrockcp/

* GEORGIA MOTOCROSS - CRC Inc., FTR, Camden Racing Complex, Woodbine. Info: 912/576-3000.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

PENNSYLVANIA MOTORCYCLE SHOW - J&P Promotions, 3rd annual Motorcycle Parts Extravaganza, east and west wings of Memorial Hall, York Fairgrounds, York. Info: 319/462-6011.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., AMA, District 6, Pine Grove. Info: 717/345-6340 or 345-8734.

SOUTH CAROLINA HARE SCRAMBLES - Little Brown Jug Hare Scrambles, Union. Info: 864/859-1576.

* TEXAS MOTOCROSS - GNC, Motocross/Top Texan Series, Final Round, Mosier Valley USA, Arlington. Info: 214/351-9900 or www.gncmx.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

Nov 20-22

* NEVADA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Reno Livestock Events Center, Reno. Info: 702/267-4392.

Sat, Nov 21

CALIFORNIA MOTOCROSS - REM, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

GEORGIA MOTOCROSS - Monroe Off-road Ranch, Monroe. Info: 770/267-7978.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Hohenwald. Info: 615/859-0873 or msws.org.

NEVADA HARE SCRAMBLES - MRAN, Alamo. Info: 702/725-3451.

Sun, Nov 22

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Pinson. Info: 205/681-8317.

* ARIZONA MOTOCROSS - Grand Canyon State Series Suzuki Contingency, Ocotillo Raceway, Eloy. Info: 520/639-0387.

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA DUAL SPORT - Team Dual Dogs/KTM Galpin Ford California Dual Sports Series, Newhall. Info: 818/701-1913.

CALIFORNIA CYCLE SHOW AND SWAP MEET - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 5, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA HARE SCRAMBLES - AMA, District 36, Association of California Trailriders, Sopiago Springs, Jackson. Info: 888/228-6397.

GEORGIA HARE SCRAMBLES - Corn Cob Hare Scrambles, Dahlonega. Info: 706/864-5814.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raelord. Info: 919/554-4467.

* TENNESSEE MOTOCROSS - Benifit Race for St. Jude's Children's Hospital, TNT MX Park, Milan. Info: 901/987-9633.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - AMA, District 13, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

Nov 27-28

CALIFORNIA DUAL SPORT RIDE - AMA National, District 37, LA to Barstow to Las Vegas, Mountain Motorsports, Ontario. Info: 818/249-2141.

Thur, Nov 27

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Elma. Info: 425/745-4010.

Nov 28-29

UTAH MOTOCROSS - ZMA, St. George Motorcycle Club, St. George Raceway. Info: 435/673-0368.

Sat, Nov 28

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Rowy, San Bernardino. Info: 619/484-1441.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

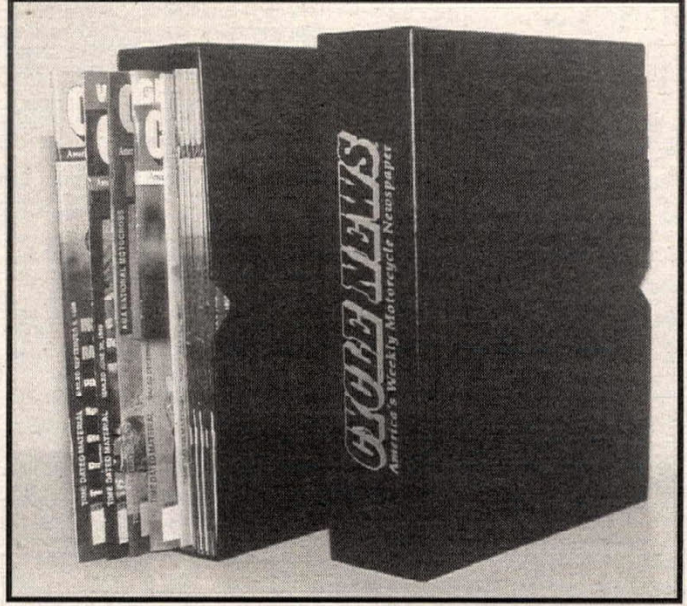
Sun, Nov 29

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

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Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): () _____

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Your name: _____

CYCLE NEWS

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Are you an experienced service professional in the motorcycle or marine industry? Do you enjoy teaching, helping others to learn the important skills of your industry? If you have the qualifications, you could join the Suzuki team! We're looking for a highly motivated person to join our Motorcycle and Marine Technical Training Staff. Help develop and produce training guides, seminar manuals and assist with video production for Motorcycle and Marine product lines. Several opportunities each year to instruct classes. You'll need technical knowledge in the Marine or Motorcycle Industry with some cross industry skills. Computer skills needed, such as MS Office, Course development, authoring or desktop publishing experience is a definite plus. Are you looking for a challenging career with a variety of job assignments? You'll find great people, and great benefits at our Brea California headquarters. If you have the goals, drive and skills, we're looking for you. Our attractive compensation and benefits program includes great insurance, educational programs, company auto lease, 401K, etc. If you'd like to join our training team, please forward your resume with salary requirements to: American Suzuki Motor Corporation Motorcycle and Marine Division, Technical Training Department, 3251 E. Imperial Hwy. Brea, CA 92821 EEO.

Suspension Trainee

Busy dirt bike suspension company in Huntington Beach needs trainee for tear downs and general help. Advancement possibilities. (714)842-9253. CA

Motorcycle Technician

Busy large established Suzuki dealership needs experienced technician. Must be clean and organized. Excellent pay and benefits. Fax resume (949)645-3251 or call Tarek (714)646-2428. CA

Technicians & Service Mgr

Career opportunity, top pay, health insurance, 401K, 5 day week, resort area, Sea-Doo, Polaris, Suzuki. We race MX. Looking for motivated caring individuals who take pride in themselves and the company they work for. Send resume P. Q. Box 4305, Hot Springs, AR, 71914.

Technician Wanted

Corona Honda Kawasaki is looking for an experienced technician for m/c and pwc. Paid vacation and 5 day work week. Call Gus at (909)735-2030 or fax resume to (909)735-0206. CA

California Sales

Escape to San Francisco. Experienced salesperson needed, Honda/Yamaha dealership. Call Wendy (650)992-1234. CA

M/C & PWC Mechanic

Established Akron, OH, dealership needs a qualified multi line mechanic. Competitive pay and benefits. Call Ed Minnick at Midwest Motorsports (330)896-9007. OH

Service Manager/Mechanics

Established Southern California multi line dealership servicing Honda, Kawasaki and Polaris, is currently seeking an experienced Service Manager and Mechanics. Contact Jon Z. at Temple City PowerSports (626)287-6167 or fax resume to (626)287-5449. CA

ATV Mechanic Wanted

Experience necessary. Company offers 401K, health insurance, base plus commission. Contact Jean Johnson (800)333-4503. OR

Salesman Wanted

Experienced to assist owner and F&I manager team. Career orientated, salary plus commission, incentive based on experience and proven track record. Benefits. Call Vic Saba (949)646-2428 or fax resume (949)645-3251. CA

ServiceTechnicians 50K+/YR

Full commission 40% labor, 5% parts (after 1 year), competent management, medical insurance, 5 or 6 days a week, flexible hours (start early or start late), 10% over cost-parts/accessories, new units at cost, growing business in new location. Fax resume to (949)859-7660, Orange County, CA

A-1 Honda Mechanic Needed

High volume Honda dealer needs a lead mechanic. Year round riding season means no slow winters. Pay will depend on experience. Bring your tools and improve your quality of life in beautiful Arizona. Fax resume to (602)949-8024. Mail to Western Honda, 6717 E. McDowell, Scottsdale, AZ, 85257 or call (602)994-8400. AZ

Parts Manager

Honda, Kawasaki, Sea-Doo dealership moving to new larger building. Clean inventory and good turns. Looking for experience and skills to help grow our hard parts business. Great pay, benefits, cafeteria plan. TUES-SAT. Fax resume and pay history attention Tracy at CYCLE SPORTS EUGENE (503)463-6496. OR

#1 Tech = Big \$\$\$

If you like what you do and making money too. We want you! Must be excellent watercraft/mc technician. Must be a team player and drug free. Attn: Jeff, Del Amo Motorsports, Phone (310)372-8891, Fax (310)379-2730. CA.

Service Tech Wanted

Kawasaki, Honda, Yamaha dealer needs year round, full time technician. Five day work week. Nice air conditioned shop. North Central Texas. Call John or Al (800)777-0214 or fax resume (915)676-8612. TX

Service Manager/Technicians

Kawasaki, Yamaha, Sea-Doo, Personal Watercraft and Jet Boat dealership seeks energetic people for all service positions. We are one of the largest Personal Watercraft dealerships in the world! Year round work and benefits available. Call Sam (800)538-8324 or fax resume to (954)920-5469. FL

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Large Honda only dealership. Dental and health insurance paid, profit sharing, performance bonuses, excellent pay. Fax or email resume to Rich (702)322-4311 or info@BigValleyHonda.com NV

Service Technicians

Large multiple franchise dealer in Northern Virginia needs experienced technicians. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area and have experience in the Powersport Industry, call today. Excellent pay, benefits and relocation assistance. Ask about our four day work week. Coleman PowerSport (703)237-3400 or (800)888-3619. Kim Harrison. VA

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Leading Phoenix area independent seeking line technician with minimum of 5 years experience on metric bikes. Scope includes all phases of maintenance/repair, extensive accessory installation and trike conversion. Top pay available to professionally career oriented person. (800)932-2618 or (602)731-9003. AZ

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Move to Louisiana, Gumbo, Crayfish and Mardi Gras! Experienced technician needed for motorcycle, ATV and watercraft repairs. Multi line store. Income bases on experience, benefits, great place to live. Full time position, year round work, 5 day work week. Call Dean or Theresa (318)232-5362 or fax resume (318)232-5354 Oil City Cycle & Marine, Lafayette, LA.

Outside Sales Reps Wanted

O'Neal USA is looking for independent sales reps throughout the US. Contact Steve at (818)998-1049 or fax (818)882-0435. CA

Sales Technician

Performance Machine, Inc. is looking for motivated and knowledgeable phone service technicians to join our sales team. Put your years of riding and bench racing to use working for a company that manufactures the best wheels and brakes in the motorcycle industry. Be a part of our winning team. We need your motorcycle knowledge! This position is full time, Monday through Friday, with a full benefits package. Mail or fax resume to our beautiful new facility, 6892 Marlin Circle, La Palma, CA 90623 Attn: Human Resource. Fax (714)523-3007 or call our Employment line (714)228-8480. CA

Under New Management

Roswell Fun Machines is hiring motivated enthusiasts for the sales department, parts counter, service counter, service and sales assistant. Join the best. Competitive pay and benefits. Fax resume to (770)442-9857, phone (770)442-8460, 11270 Elkins Road, Roswell, GA 30076.

Offroad Mechanic Wanted

Seeking self motivated hardworking individual with knowledge of race bike preparation. Four years mechanic experience required and willingness to travel. For more information call (760)956-1228. CA

BMW Technician Wanted

Southern California dealership. Join our family and work with the best. We are BMW only and offer vacation and medical plan. Call and talk to Gary or e-mail or fax resume. Fax at (805)644-6849. r1100@jetlink.net (805)644-7159. CA

Sales - Motorcycles

Sunny Southern California single line Honda motorcycle dealer needs experienced salesperson. 30 year location. Ask for Roger or Greg (714)842-5531. CA

Aftermarket Programs Manager

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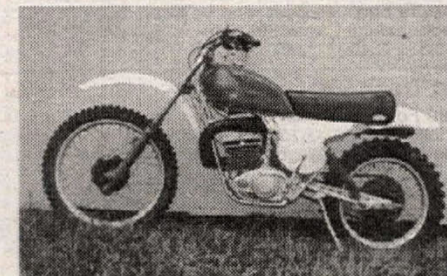
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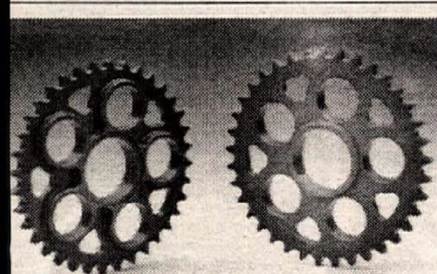
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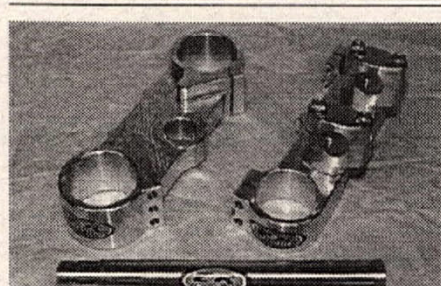
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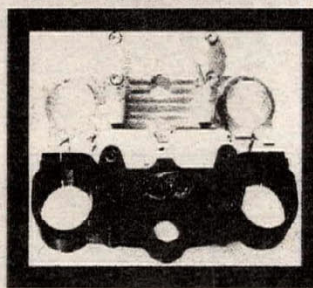
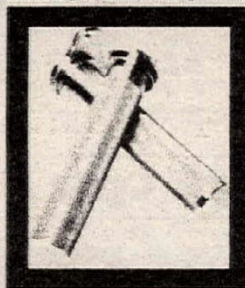
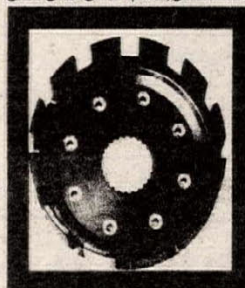
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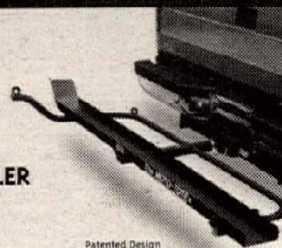
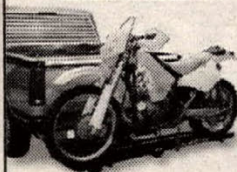
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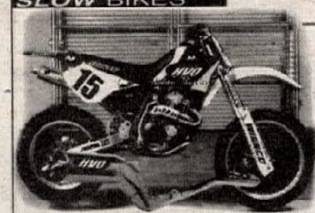
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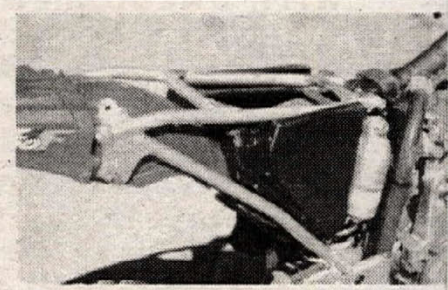
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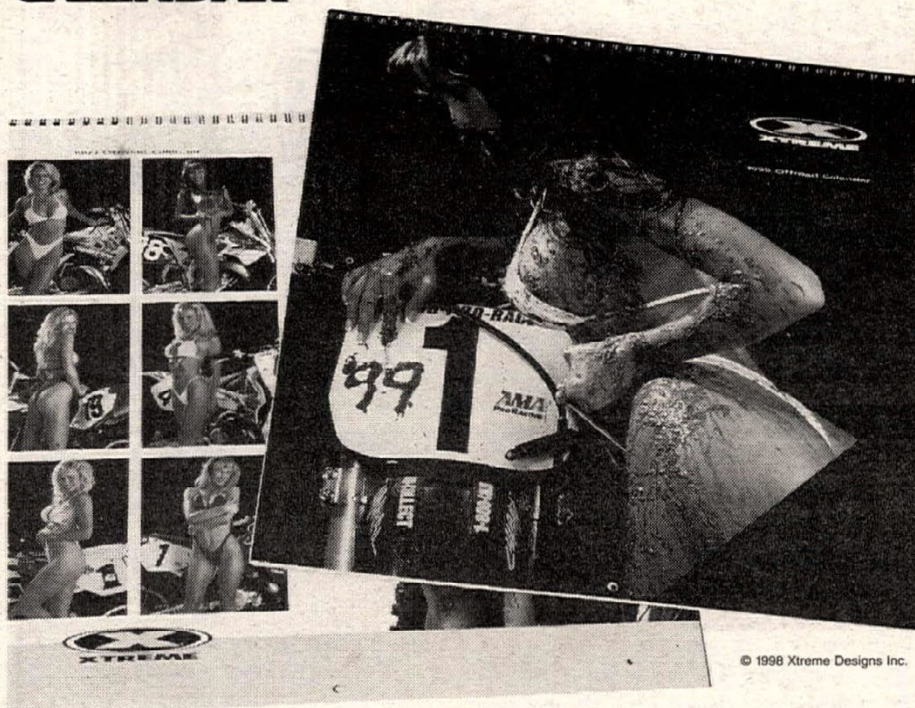
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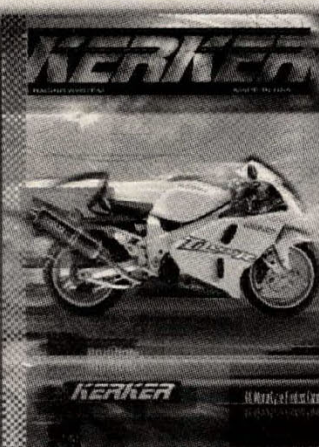
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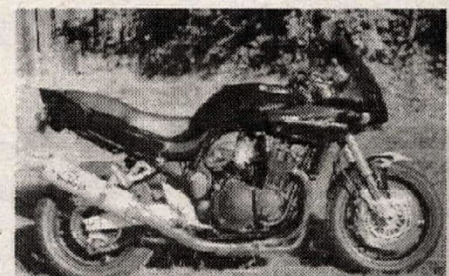
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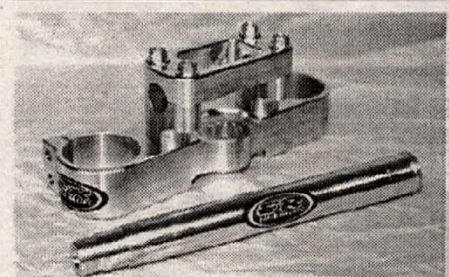


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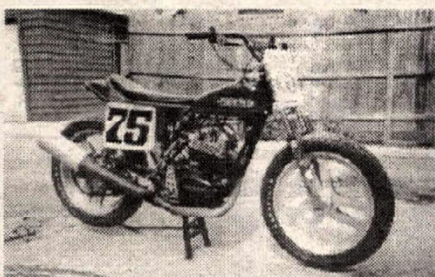
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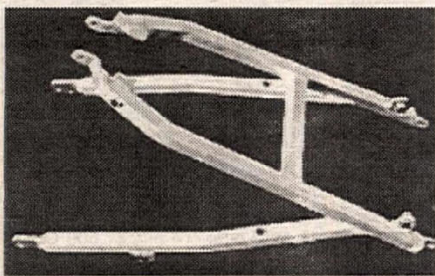
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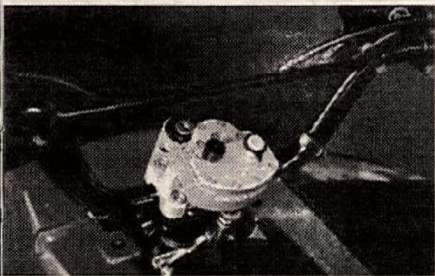
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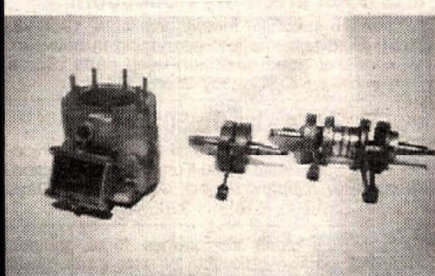
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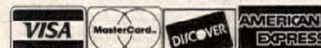
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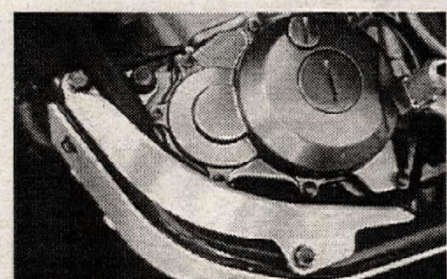
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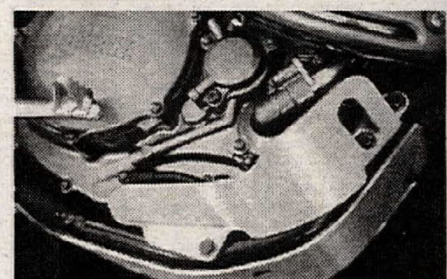
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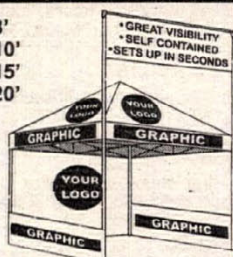
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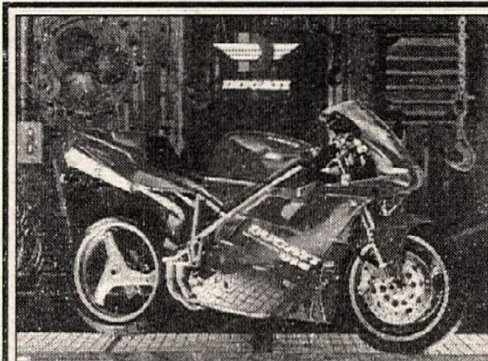
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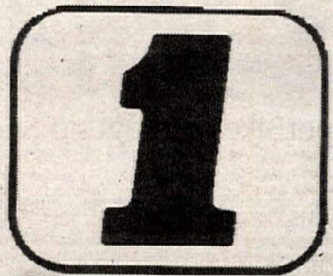


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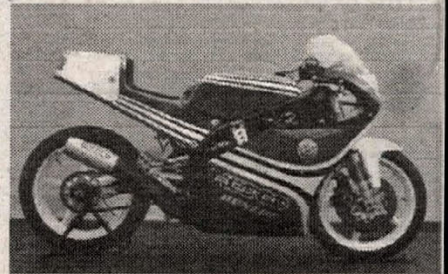
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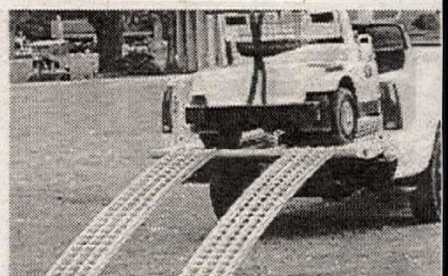


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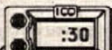
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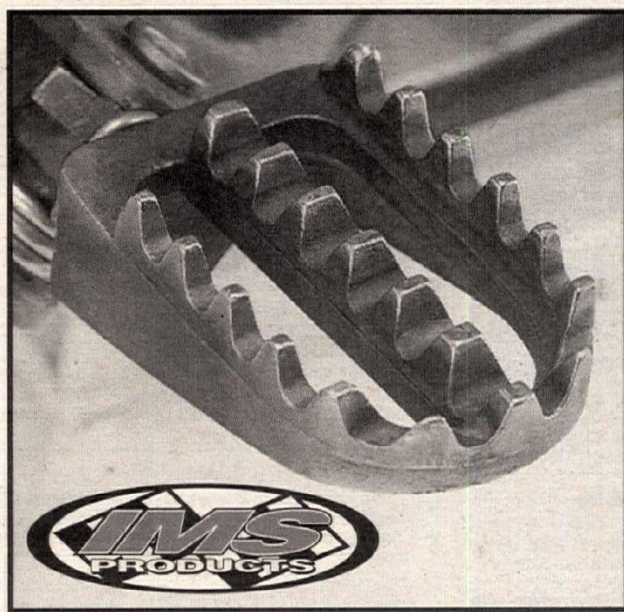
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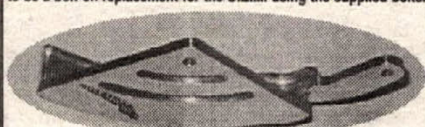


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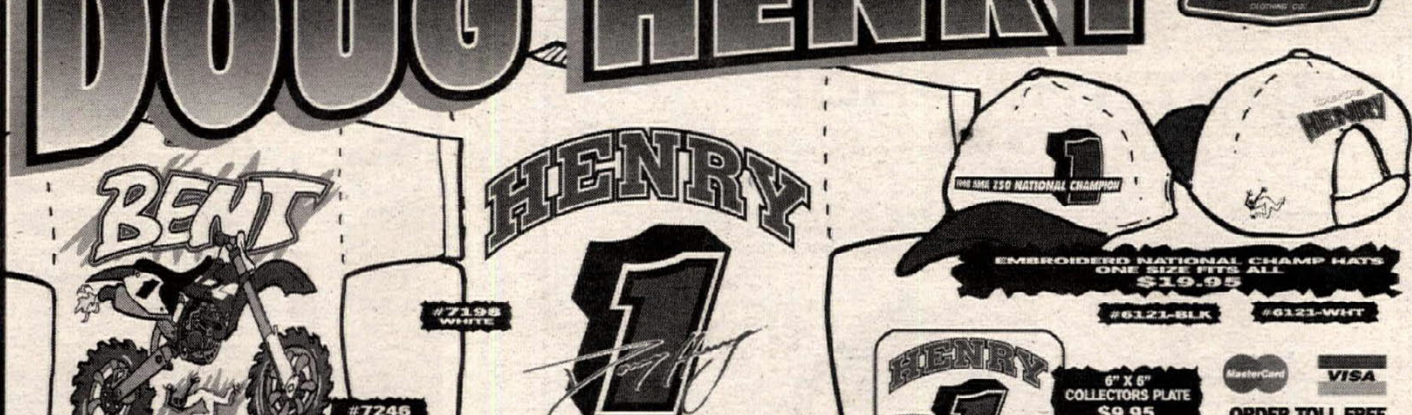
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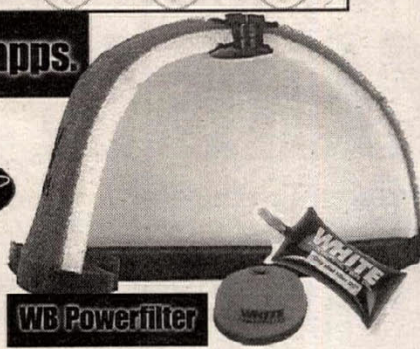
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ADVERTISERS INDEX

A & A Racing Service.....81	Cometic Gasket.....77	Impact Video.....74	North West Maico & CZ.....82	Streits Honda Kawasaki Yamaha.....84
A & J Cycle Salvage.....84	Competition Park MX.....67	Innovation Sports.....82	Northwest Sleeve, Inc.....76	Stroker.....83
AMA Pro Racing.....83	Cosmopolitan Motors.....78	Inter-State Oil Co.....79	O'Brien Racing Products.....79	Stroker Suspension.....79
A-Loop Off Road.....79	Cycle City.....63	International Motorsport.....79	Oakland Sports Center.....67	Sudco International.....83
ACME Suspension.....79	Cycle Express.....76	ISDE Support/Ride To Win Funds.....55	Off Beat Productions.....78	Sunstar Engineering.....71
Action N.A., Inc.....81, 83	Cycle News Give A Gift.....88	JC Motors.....83	On Two Wheels.....79	Super Flow Corporation.....79
Action Sports Promotions.....81	Cycle News Sub Form.....63	John Burr Cycles.....85	PJH Brands.....78	Superbike Mike Engineering.....78
Aerostich Riderwear.....73	Cycle Recyclers.....74	K & N Engineering.....73	Pace Motorsports.....55	Supertrapp/Kerker.....74
Aircone Inc.....74	Cycle Specialties Athens.....84	Kawasaki Mtrs Dealer Directory.....52, 53	Penquin Roadracing School.....83	Surdyke Racing.....83
Al Baker's XR's Only.....83	D & S Kawasaki Honda.....78	Kawasaki Mtrs. Corp(USA).....74	Penske Racing Shocks.....74	Syed Leathers.....82
ALLREDY Canopies.....77	D.I.D.....77	Ken Maely Enterprises.....76	Performance Engineering.....72	T A W Vehicle Concepts.....74
American Dirt Bike Inc.....77	Dennis Kirk.....76	KG Clutch Factory.....73	Performance Machine.....82	T J's Cycle Sales and Service.....62
American Honda.....30, 31, 63, 76, Insert	Dick Allen Husaberg.....79	Klemm Research.....76	Performance Polishing.....81	T S R Racing Products/Motomast.....85
American MC Institute.....82	DNA Racing.....74	Klotz Special Formula.....82	Pettersson Pro Suspension.....78, 85	Team Calamari YSR.....76
American Supercamp.....75	Ducati North America Inc.....83	KTM of Mojave.....78	Pit Bull Stands.....83	Tech Care Suspension.....77
American Suzuki.....10, 11, 76	Duke Video North America.....81	KTM Sport Motorcycles USA.....72	Pomona Valley Kawasaki.....75	Tech Products.....73
Apache Honda Yamaha.....78	Dunlop Tire.....5, 76	L & R Racing Products.....85	Powroll Inc.....79	Tecnosel.....71
Applied Racing.....77	Dynatek.....83	Lamson Porting.....71	Premier Motorsports.....79	Terrycable.....77
Arai Helmets.....84	East Coast Cycle, Inc.....75	Langcourt Limited, Inc.....77	Pro Action Technology.....81	Thousand Oaks Honda.....73
Atlantic Machine Co.....79	Elf Lubricants N. America.....85	Letko Competition Cycles.....75	Pro Art Works.....77	Thumper Racing.....83
Avon Tire.....82	Engine Dynamics Co.....77	Lindemann Engineering.....71	Pro Circuit Racing.....49, 77	Titanium Advantage.....73
Baja Bound.....73	Engines Only.....71	Los Angeles Sleeve Co./Pro-X.....85	Pro Plates.....81	Tom Morgan Racing.....78
Baja Designs.....79	Eric's Motorcycle Co.....79	Lunde Racing.....71	Pro Tec Performance.....79	Tony D MX School.....83
Baja Off Road Tours.....75	Erion Racing.....73	M.C.C.....84	Pro-Works Racing.....79	Tony Doukas Racing.....82
Baja Off-Road Adventures.....82	European Cycle Specialties.....77	Magnum Distribution.....82	ProClean 1000.....85	Too Tech Suspension.....72
Barnett Tool & Engineering.....47, 79	Factory Connection.....83	Mansson Technologies LLC.....72	Prospectors MC.....65	Torco Racing Oils.....85
BBR Motorsports.....77	Falcon Performance Eng.....81	Maxima Racing Lubricants.....47, 84	PVL Electronics.....76	Town & Country Cycles.....75
Bel-Ray Company, Inc.....83	Fast By Gast.....81	McGraw Insurance Services.....75	R C Components.....83	Triumph Motorcycles.....81
Bell Helmets.....78	Fineline Motorsports.....82	Megacycle Engineering.....75	R K Racing Chain.....74	TSR.....83
Bent Clothing.....81	Finish Line Products.....84	Metzeler Motorcycle Tire.....78	Race Tech.....85	Tuffplates.....75
Bieffe USA.....72	First Auto Sports TV.....64	Meyer Distributing.....78	Racing Engine Components.....71	Tulare Raceway.....67
Big Gun Exhaust Systems.....85	FMF Racing.....76	Michelin Cycle Dept.....82	Racing Enterprises.....66	Two Brothers Racing.....71
Bill Cody Racing.....85	Fontana Radiator Works.....85	Mike's Cycle Parts.....84	Racing On The Tube.....68	U.S. Maico.....84
Bill's Pipes.....73	Fox Racing Shox.....78	Millennium Technologies.....74	Rancho M/C Dismantling.....73	Unlimited Sports.....59, 79
Blackman's Cycle.....79	Freemont Cycle Salvage & Access.....84	Mobile Motorcycle Serv.....77	Rick Peterson Motor Sports.....84	Upstate Cycle.....77
Blaze Cycle Worx.....73	FTM & Associates.....83	Montclair Yamaha.....84	Ricky Stator.....81	Vanson Leathers.....78
BLS Racing.....83	GFI North.....66	Moto America, Inc.....75	Ridersville Cycle.....73	Vintage Iron.....62
Braking USA.....84	GFI Racing.....65, 66	Moto Laverda USA, Inc.....73	Ron Wood Racing.....81	VP Racing Fuels.....75
Brant Engineering.....84	Gary Bailey's MX School.....79	Moto Point.....77	Safari Cycle Spares.....75	W E R A.....83
Bridgestone Tire.....85	Glen Goodell.....67	Moto World of El Cajon.....81	Santa Clara Cycle Salvage.....71	W S M C.....66
Brockton Cycle Center.....75	Glen Helen Racing Inc.....66, 67	Moto-Tote.....72	SBS.....49	Web-Cam.....75
C & J Racing Frames.....73	GMD Computrack Network.....85	Moto-X Racing.....66	Schilling Products.....83	West Coast Honda.....81
C Cycle Suspension Serv.....71	GNC Motocross.....66	Motocross Racing Association.....66	Seals Communications.....19	Western Honda.....74
C P C.....73	GPI/Crol Cycle Products.....73	Motorace.....78, 83	Sharkskinz.....85	Wheel Works.....85
California Racing Club.....67	Grand Prix Plastics Of Casper.....84	Motorcycle Access Unltd.....76	Shock Therapy.....85	White Bros. Cycle Specialties.....84
Can-Am.....77	Groundhog Motorsports.....85	Motorsports Entertainment Group.....67	Shoei Helmets.....77	Wiseco.....76
Carbon Tech.....75	Gustafsson Plastics.....76	Moving Form.....64	Short Block Charlie's.....83	Works Connection.....85
Castrol, Inc.....76	Hall's Husqvarna.....82	Moymex Adventure Tours.....82	Shoup Enterprise.....77	Works Enduro Rider/Wer.....81
CCM USA.....75	Hammerhead Graphics.....78	MSD Ignition.....84	Simi Valley Honda.....77	Works Performance Products.....72
Champion Racing Frames.....77	Hap Jones Int'l.....81	MSI Trailers.....76	Slater Bros.....82	X-Factor.....71
Championship Cup Series.....76	Hayward Honda.....76	Myler's Radiators.....75	Sole Performance Resole.....76	Xtreme.....79
Chaparral Cycle Supply.....72	Heid's Hodaka.....79	Neanderthal Cycle Salvage.....81	South Eastern Gas Gas.....73	Yamaha Dealer Directory.....20, 23
Cheng Shin Rubber USA.....78	Hinson Racing.....72	Nevada Motorcycle Adventures.....77	Spectro Oils of America.....77	Yamaha Motor Corp.....81
Clarke Mfg. Company.....76	Holliday Canopies.....84	New Video Release.....59	SSC MX - Hungry Valley MX.....66	Yoshimura R & D.....57, 73
Clayton Foundation.....57	HRP Products.....75, 77	NJK Leathers.....85	Starwest Motocross Park.....67	Z Racing.....73
CMA.....66	Husaberg Motorcycles USA.....83	NMA.....66	Stickerpoint USA, Inc.....77	
CMC.....66	Husqvarna MC's.....83	Nolen Racing, Inc.....72	Stocker's Starters.....81	
CN Binder.....69	I.C.O.....79	North County Yamaha.....77	Storz Performance, Inc.....72	

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Where have all the Americans gone? That was my initial thought as I sat and chatted with 500cc GP racer Matt Wait at the recent Grand Prix of Imola in Italy. One year of living in Europe can make a person think differently, what with the different cultures, different food and a whole different outlook on life. For a racer experiencing Europe for the first time, it can be the greatest adventure of a lifetime or the worst nightmare imaginable. My experiences in Europe wouldn't be of the racing kind, but I was definitely experiencing Europe in its entirety. So am I the only person noticing, or has the trend of American racers crossing the big pond for that dream contract and a new lease on life changed?

The glory days - when American road racers such as Kevin Schwantz, Wayne Rainey, Eddie Lawson and Kenny Roberts did battle on the GP scene, while the great Donny Schmit, Bob Moore, Billy Liles, Broc Glover and Brad Lackey were hot on campaigning the GP motocross circuit - seem to be disappearing.

Is American racing getting that much better or is the aspect of racing in a foreign place losing its appeal? In motocross, at least, the trend seems to be reversing itself. Young riders in Europe, attracted by the razzle-dazzle of American Supercross, seem to be coming to America in droves. There is no question that Supercross in America is on the rise right now, but how about the outdoor series? Jeremy McGrath isn't even going to race a full season of outdoor Nationals in 1999. Is this the reason for the decline in the number of American motocross racers in Europe? Is it because of the emphasis that has been placed on American Supercross racing? Is the thought of racing in a dome-covered stadium more attractive than where we all began racing and riding - in the great outdoors? I have a few of my own thoughts on why this is happening.

The group of American motocross riders remaining in Europe right now consists of only a handful of racers: Tallon Vohland, Bader Manneh and Trampas Parker. Trampas Parker has basically committed to living full time in Italy,

and Bader Manneh has been at it for the past 10 years in Europe while still spending a few months a year in California. Whatever the reason, the number of American racers in Europe seems to keep getting smaller and smaller.

The same goes for road racing, in which the Americans are just as scarce at the moment. Currently, the American contingent in GP and World Superbike racing can be counted on one hand: Kenny Roberts Jr., John Kocinski and Matt Wait in GP racing, and Scott Russell and Colin Edwards II in World Superbike. What gives? Again, one could say that the racing is improving in the AMA Superbike Series. But it's my opinion that racing in Europe is no easy task, and it takes a special person to give up the easier lifestyle in America to go to a place where he can't even speak the same language and the food changes weekly.

Some people might take offense at the suggestion of the "easier American lifestyle," but the fact remains that Europe is not for everyone. Jimmy Button and Mike Brown both came to Europe to race GP motocross, and each of them lasted one year and went back to race in America. Life is obviously different here, and the little things that come about very easily in the United States sometimes can be a very difficult task. It can try the patience of even the most patient people. In a lot of cases there are no flights to the races, or nice shiny big rigs waiting when racers arrive. Here, many riders drive themselves to the races in a motorhome or team truck. Riders such as Vohland and Moore accepted this, diving headfirst into the European way of racing and culture, accepting the way things were done and experiencing it for what it was worth.

Another possible reason for the decline could be the level of competition. The level of racing in Europe seems to be on the rise. In countries such as Japan or Italy, where road racing thrives, it is not unlikely for a racer to start very young and work his way through the ranks and into professional racing by the age of 15. Marco Melandri is a perfect example of this. The 15-year-old Italian won two 125cc GPs in his first full season of GP action. American

road racing seems to be missing this process of grooming future talent.

The level of motocross talent between Europe and America seems to be beginning to level out. There is no doubt in my mind that on the natural-terrain tracks of Europe, riders such as Stefan Everts, Joel Smets and Alessio Chiodi have gained the upper hand. This has been evident in the last two years at the Motocross Des Nations. And Supercross... well, can you say France? There is no doubt that American riders are still the best when it comes to Supercross, but outdoor racing is a whole other story. There are a lot of Europeans who are traveling to America right now to challenge the American riders and hone their Supercross skills. Some people wonder why multi-time World Champion Stefan Everts doesn't try his hand at American Supercross - but why should he? I don't see many American riders going to Europe to challenge Everts on his home turf. I think the results would be quite painful for the Americans if they did.

With so much emphasis being placed on Supercross racing these days, riders seem to only want to practice jumping and have forgotten about the fundamentals of motocross. Whereas McGrath has taken jumping technique to a new level, the same goes for Everts, who has taken cornering speed to another level. If you subtract the top riders in both the United States and Europe, I really think the depth of talent currently runs deeper in Europe. Could this be the reason for the surplus of factory level rides left vacant in the past few years in the United States - spots that in a lot of cases are filled by European riders? It certainly is something to think about.

It is for these reasons that I have gained a new level of respect for the racers of the past and present who have made the journey overseas and given racing in a strange place a go. They deserve more respect.

When you look back at past champions such as Kevin Schwantz and Donny Schmit, you can't help but admire what they accomplished. Winning a championship in your own country is very difficult, but imagine doing it in a different culture every week. Riders such as the

current Americans racing in Europe, Matt Wait and Tallon Vohland, may have never won a championship, but I still have the utmost of respect for them for doing something most people wouldn't have the courage to try. I know I will be rooting for them wherever they end up.

It's amazing how going to a foreign country can really bring out American patriotism in a person as well. I know I've experienced this feeling firsthand since coming to Europe. I'm no longer referred to as an Ohioan, but as an American. I'm sure Wait or Vohland share this feeling every time they line up for a GP representing the United States of America. I can only imagine the feelings Wayne Rainey or Brad Lackey felt when they won their World titles.

It's hard to imagine this feeling if you've never been to Europe or to a European race. I know I'd never given it much thought back when I was racing in America. I thought Europe was some strange place where all the riders had bad riding styles and ate funny food. So if you ever have the opportunity to make it to Europe, try to attend a GP motocross or road race while you're there. It's an amazing experience whether it's the Grand Prix road race in Jerez, with its thousands of rabid fans cheering for their Spanish heroes, or the Belgian motocross GP and its famous circuit of Namur. Regardless, it will change the way you look at European racing.

Sadly, next year will see Vohland head back to the United States after spending numerous years on the European scene. But in his place will be a new American - Ryan Hughes - carrying the Stars and Stripes in Grand Prix motocross. On the road race front, who knows what's in order for Americans Wait, Kocinski and Russell and whether they will return again next year? Edwards will be back, as will Roberts Jr. If there is one thing I do know, it's that the American racer in Europe seems to be becoming an endangered species. So I say hats off to all the racers of the past and present who have made that great journey across the pond. Hopefully, there will be many more of you to come in the future.

LOOKING BACK...

30 YEARS AGO... NOVEMBER 7, 1968

It was done. After a suspenseful climax, the 1968 AMA Grand National Championship season culminated at Ascot Park, where **Mert Lawwill** (H-D) took the win, while reigning champion **Gary Nixon** successfully defended his number-one plate. Nixon was nine points behind series leader **Freddy Nix** (H-D) coming into the finale, and he appeared to put himself further in the hole by having to access the main through a semi. Nixon ran fourth for much of the distance in the main, with Nix right on his tail and in position to secure the title before ultimately getting passed by **DeWayne Keeter** and **Gene Romero**, and losing out on what appeared to be certain glory... **Rick Woods** was also crowned champion after winning the United States Speedway Championship at Whiteman Stadium... In a two-part story, readers learned of the plight of Ohio State University engineering student **Tibor Sarossy**, who piloted his BMW R69/S from New York City to Los Angeles in a record time of 45 hours and 41 minutes.



20 YEARS AGO... OCTOBER 25, 1978

Bob Hannah (Yam) scored a clean sweep of the Lake Sugartree, Virginia, round of the Trans-AMA Series... **Mike Bast** was still the king of United States speedway racing, as he shook off injury to claim his sixth U.S. National Championship crown. **Gene Woods** and **Bobby Schwartz** finished second and third, respectively... Page three featured a full-page photo ad of **Russ Collins**, who piloted his awesome-looking Sorcerer dragbike to a quickest, fastest quarter-mile clocking of 7.62/199.55... Meanwhile, out on the salt flats of Bonneville, **Don Vesco** throttled his record-holding Kawasaki streamliner to a one-way average of 333.27 mph. **Marcia Holley** who took a spin in Vesco's streamliner (with just one engine) became the first woman to enter the "200 mph club" with a two-way average of 229.361 mph... In another first, Team Honda's **Don Sanford** became the first man to give Honda's XR500 a win in AMA National Enduro competition, as he piloted a factory-tuned version of the thumper to the overall win at the Lucerne Valley National Enduro.



10 YEARS AGO... OCTOBER 19, 1988

As the cover clearly showed, **Scott Parker** was able to have his cake and eat it, too, as he won the Sacramento Mile and clinched the first of what would turn out to be many AMA Grand National Championship titles... At the Mount Morris, Pennsylvania, round of the AMA Grand National Cross Country Series, another Scott - a kid by the name of **Scott Summers** (Hon) - blew everybody away by becoming the first rider ever to score a GNCC overall win aboard a four-stroke... **Tony Hendon** (ATK) won the AMA National Hare Scrambles at the John Zink Ranch in Oklahoma... **Paul Krause** (Kaw) barely beat **Dan Smith** (Hus) to win round seven of the AMA National Hare & Hound Series at the Winnemucca Dry Lake 80 miles outside of Reno, Nevada... We featured a riding impression of Suzuki's hot little RM80K, noting that it offered "big performance in a little package."



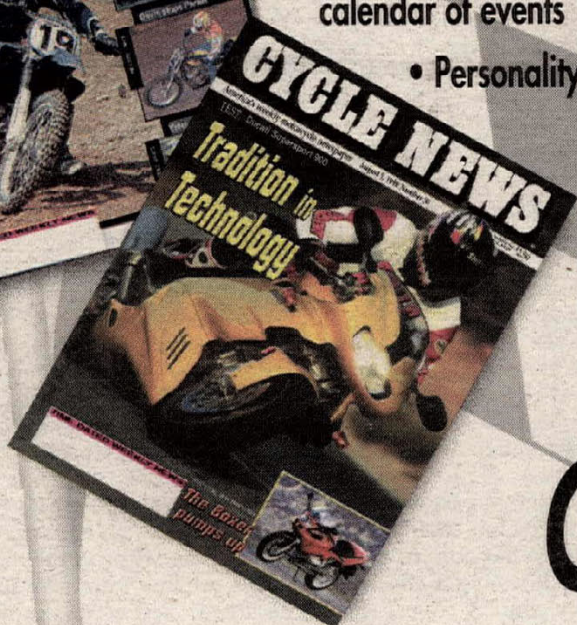
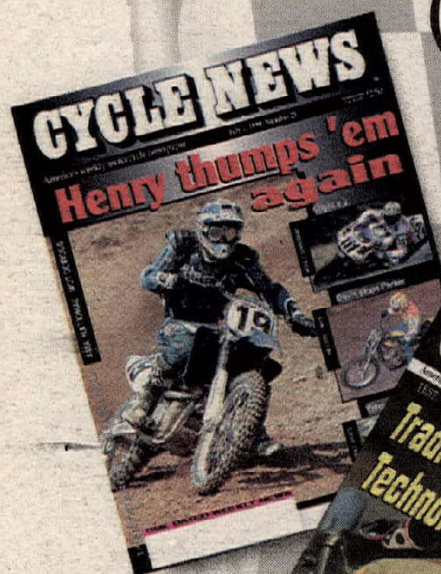
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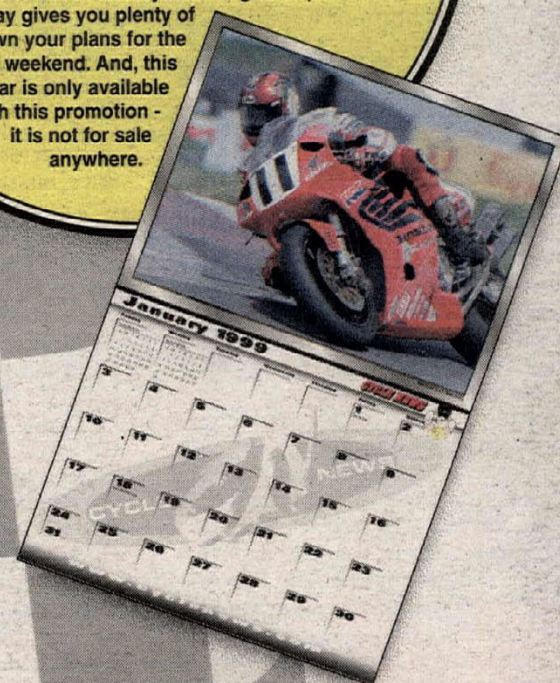
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